MICROFILM

START
OF ROLL

ROLL NO 14

CONSTRUCTION
CONTRACTS

Begins with Contract # 1393,
1419, 1493,

Contract # 1393, 1419, 1493
Continued from Reel # 13

CONTRACT# 1393, 1419,
1493,

continued from Reel# 13

169C

May 20, 1933

Beall Pipe and Tank Corporation
Kenton
Portland, Oregon

Gentlemen:

In response to your inquiry of May 19 we are pleased to give you the following information concerning the contracts mentioned therein:

State Highway Contract No. 1593, awarded to Clifton & Applegate for the grading of Lime-Huntington Section of Old Oregon Trail in Baker County: United States Fidelity & Guaranty Company wrote the surety bond, in the sum of $89,771.50, in connection with this project. Mr. C. O. Price is its local manager, his address being Porter Building, Portland.

State Highway Contract No. 1597, grading of Biggs-John Day River Section of Columbia River Highway in Sherman County, was awarded also to Clifton & Applegate. United States Fidelity & Guaranty Company wrote the bond in this instance, the amount being $168,882.00.

State Highway Contract No. 1549, which is for the grading of the Trout Creek-Soda Fork Section of the Santiam Highway in Linn County, was awarded to Johnson Bros. Co. The surety bond, in the sum of $60,318.00, was written by The Aetna Casualty & Surety Company, for which firm Bates, Lively & Pearson are local agents with offices in the Yeon Building, Portland.

According to the provisions of the contracts, the Clifton & Applegate jobs are to be finished on or before May 31, 1933.

The Johnson contract was completed on November 28, 1932 and was accepted by the Commission on January 4, 1933.

Very truly yours

Secretary

AJ

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND (KENTON) OREGON

May 19th, 1933.

RECEIVED
MAY 20 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

Would you please give us the name of the bonding company who furnished the bond for Clifton-Applegate on the Oregon State Highway job they had, known as Oregon Trail-Lime Huntington Section road, and also on the West Unit of the Biggs-John Day road.

We will appreciate it if you will.

We would also appreciate it if you would give us the name of the bonding company for Johnson Brothers on the Trout Creek-Soda Fork Grading job near Sweethome Oregon.

Yours very truly,

BEALL PIPE & TANK CORPORATION

Jno. S. Beall
LM.
President.

JSBeall
LM

#1419

169C

May 18, 1933

Mr. Harvey Wells
Agent, Great American Indemnity Co.
412 Failing Building
Portland, Oregon

Dear Mr. Wells:

Acknowledgment is made of the receipt of your letter of May 17 requesting that you be advised when we are ready to make final payment to R. H. Jones for the construction of three bridges on the Lime-Huntington Section of the Old Oregon Trail in Baker County.

We will be pleased to comply with your request. I am instructing our Auditor to withhold final payment until we hear from you that it is satisfactory to release it.

Very truly yours

Secretary

HBG:jn
c.c. Mr. C. F. Smith

WILLIAM H. KOOP
CHAIRMAN OF THE BOARD

PACIFIC DEPARTMENT

JESSE S. PHILLIPS
PRESIDENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE DAVENPORT 5680

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENT
412 FAILING BUILDING
PHONE ATWATER [illegible]
PORTLAND, OREGON

May 17, 1933.

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear [illegible] Re: [illegible] R. H. Jones, Contractor.

[illegible] has been very courteous in notifying this office before final payments are made or retainage [illegible] bonds [illegible] Company.

In accordance with my telephone conversation of yesterday, the Great American Indemnity Company would like to request that [illegible] notice that final payment and retainage is about to be paid so that before payments are made we may have the opportunity of advising you of any objections that we might have.

We have reasons to be vitally concerned in this matter, and your consideration and courtesy will be greatly appreciated.

Very truly yours,

Harvey Wells
General Agent

HW-s

WILLIAM H. KOOP
CHAIRMAN OF THE BOARD

JESSE S. PHILLIPS
PRESIDENT

PACIFIC DEPARTMENT

**Great American
Indemnity Company
New York**

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE DAVENPORT 3080

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
PHONE ATWATER 7305

PORTLAND, OREGON

May 17, 1933.

Mr.H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer: Re: R. H. JONES, Contractor

In the past your office has been very courteous in notifying this office before final payments are made or retainage has been paid to contractors whose bonds have been written by the Great American Indemnity Company.

In accordance with my telephone conversation of yesterday, the Great American Indemnity Company would like to request that we be given notice that final payment and retainage is about to be paid so that before payments are made we may have the opportunity of advising you of any objections that we might have.

We have reasons to be vitally concerned in this matter, and your consideration and courtesy will be greatly appreciated.

Very truly yours,

Harvey Wells
General Agent

HW-s

FORM 5 A-1 7620 5M 8-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169C

May 12, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I have delayed answering your letter of April 7th regarding the surfacing on the Durkee-Gales and Lime-Huntington Sections in hopes that some definite information would be received from the President's Public Works Program.

I will advise you now however, that everything is being held in abeyance pending the action of Congress in appropriating funds for public works. We do not desire to obligate any further state funds until we find out how much Federal Funds we may receive and whether we have to cooperate in order to obtain these funds.

We have hopes of Congress acting upon this before the first of June. In the meantime it would be advisable to select your quarries and write up the specifications for B - 12 on both those sections.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

NOTED
State Highway Engineer

FORM S-M-1 5979 3M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

769c

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 29, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock.
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing an Order for State Force Work on Contract Projects covering sprinkling work on the Lime-Huntington Section, the estimated cost of which is $600.00.

This work should be classed as a contingency and so shown on our estimates in order that reimbursement may be secured from the Bureau of Public Roads. Ample funds are remaining in our 10% engineering and contingency fund to more than cover the cost of this work.

The contractor is rapidly completing work on this section and I would appreciate your early approval of this order. It is planned to do the sprinkling with our own forces, and the contractor will do the blading work necessary to secure proper compaction of the materials.

Very truly yours,

W C Williams

Division Engineer.

NOTED

WCW:OW
Encls.

cc R. H. Baldock.

FORM S-M-1 5979 2M 10-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1690

April 29, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock.
State Highway Engineer,
Salem, Oregon.

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing an Order for State Force Work on Contract Projects covering sprinkling work on the Lime-Huntington Section, the estimated cost of which is $600.00.

This work should be classed as a contingency and so shown on our estimates in order that reimbursement may be secured from the Bureau of Public Roads. Ample funds are remaining in our 10% engineering and contingency fund to more than cover the cost of this work.

The contractor is rapidly completing work on this section and I would appreciate your early approval of this order. It is planned to do the sprinkling with our own forces, and the contractor will do the blading work necessary to secure proper compaction of the materials.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encls.

cc R. H. Baldock.

NOTED
Highway Engineer

FORM 5-H-1 5979 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 26, 1933.

IN REPLY PLEASE REFER TO FILE NO. 169C

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re: Spur Track at Lime.

Attention: Mr. H. G. Smith

Dear Sir:

With reference to moving the spur track at Lime on the Lime-Huntington Section, I am unable to determine any way of securing a suitable crossing without the lowering of this track. This matter was brought to the attention of Mr. Baldock on our recent inspection trip, and Mr. Baldock stated that he would take the matter up with you on his return to Salem. I will appreciate early action as the contractor is rapidly completing his work on the Lime-Huntington Section.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW

cc R. H. Baldock.

NOTED
State Highway Engineer

169-e

April 21, 1935

Clifton & Applegate
Hutton Building
Spokane, Washington

Attention of Mr. J. M. Clifton, President

Gentlemen:

Reference is made to your letter of April 20 concerning estimates in connection with the Lime-Huntington and Biggs-John Day jobs.

I am asking the Auditor to expedite the payment of these estimates. Under the usual routine, it takes about two weeks to place the warrant in your hands. It is regretted that the estimates were not in so that the vouchers could have been signed by the Commission at its meeting which was held on Wednesday of this week. I shall do the best I can for you. We have the voucher forms on hand which you signed sometime ago; this will probably save three or four days' time.

Concerning the postscript, I received the Baker release today and have acknowledged receipt thereof by separate letter.

Very truly yours

Secretary

HBG:AJ

noted adw 4/22

NOTED
SMITH

OHN M. CLIFTON, PRES.
V. J. APPLEGATE, VICE PRES.

HUTTON BUILDING
SPOKANE, WASH.

CLIFTON & APPLEGATE
(INCORPORATED)
RAILROAD CONTRACTORS

Spokane, Washington
April 20, 1933

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We find that for one reason and another, estimates for the Lime-Huntington job and for the Biggs-John Day job were not sent in by the Resident Engineers as promptly as usual. In fact the estimate for the latter job did not leave The Dalles until Monday or Tuesday of this week. This delay may perhaps act as a further delay in the payment of the estimate checks and we would therefore appreciate it if you can do anything to hurry these along.

We would also appreciate receiving copies of the estimate at this office as promptly as you can get them out as we are not advised at the present what the amounts will be.

Thanking you for any courtesy which you can extend us in this matter, we beg to remain

Very truly yours,

CLIFTON & APPLEGATE

BY Jno. Clifton Pres.

jmc cb

P. S. Mr. McGee advises that the Baker release for a claim filed on the Dillon job has been mailed you, although not at the time I believed it had been mailed when I was in your office last Saturday. I trust that by now you have it and find it to be in order.

FORM S-M-1 8870 8M 10-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169-C

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 19, 1933.

IN REPLY PLEASE
REFER TO FILE No.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

Present indications are that Clifton & Applegate will complete their Lime-Huntington contract on or about April 30th, and the Northwest Roads Company plan to start work on the Baker surfacing project early in May.

I therefore request your approval for the transfer of Resident Engineer H. J. Miller from Huntington to Baker to supervise the Baker surfacing project.

It will be necessary to furnish an experienced concrete inspector when concrete paving work is started. I am not sure at this time whether I will have an experienced street inspector for the oiling work available in this Division, and may have to call upon you for a Street Inspector. I have an application from W. J. Walsh for the job, upon which I have taken no action.

Very truly yours,

WC Williams

Division Engineer.

WCW:OW

cc R. H. Baldock.

#1419

169C

March 21, 1935

Forest Products Treating Company
Omaha
Nebraska

Attention of Mr. L. O. Moon

Gentlemen:

Reply is made to your inquiry of March 18 concerning the contract awarded by the Oregon State Highway Commission to R. H. Jones, contractor, for the construction of bridges 1789, 1790 and 1791 across Burnt River in Baker County, being State Highway Contract No. 1419.

Our records show that this project is approximately 72% complete at the present time. Considerable work under this project was closed down during the winter months on account of inclement weather and we do not expect that the contract will be completed much before May 15, 1935.

Estimate No. 4, in the sum of $2,940.55, covering work accomplished during the month ending March 10, 1935, is being mailed to the contractor today for his acceptance. The warrant covering this estimate will, no doubt, be mailed to the contractor in about two weeks, depending on how soon he returns the voucher to us properly executed.

The last payment made to Mr. Jones for this work was covered by Estimate Voucher No. 3 in the sum of $2,029.80, and the warrant covering this payment was mailed to the contractor on February 1.

In accordance with the provisions of Chapter 280 of the laws of Oregon, claimants must file their claims with the Secretary of State prior to the expiration of six months from the date of completion of the project in order to hold the bond responsible and liable for payment of the claim. A mimeographed copy of this law is enclosed for your further information.

Very truly yours

Secretary

HBG:AJ

#1419

71[illegible] -

2,029.30

March 21, 1933

H. B. G.

R. H. Jones Cont. #1419 - Baker County -

This contract will not be completed until May 15, 1933 -

The work on this contract was practically closed down during the winter months - is approximately 72% complete at the present time. Voucher for Est. #4 in amount $2,940.55 for work performed to March 10th is being mailed to the contractor for signature this date.

3 -

J. McF.

Oregon State Highway Commission,
State of Oregon
Salem, Ore.

Gentlemen:

Kindly advise us whether or not the above project has as yet been completed and the date and amount of your last payment to this contractor. Also when do you expect to allow another estimate and how much is due contractor on this project? Also kindly advise how much time after completion of project is allowed for the filing of suit against the contractor's bond.

Please favor us with this information at your earliest convenience, and oblige

Yours truly,

se

FOREST PRODUCTS TREATING COMPANY

L. O. Moon

#1419

FOREST PRODUCTS TREATING COMPANY
PRODUCERS & PRESERVERS
OF
POSTS - POLES - PILING
LUMBER - TIMBERS
CROSS TIES

OMAHA, NEBRASKA

RECEIVED
MAR 21 1933
COMMISSION

March 18, 1933.

Re: R. H. Jones, Contractor
Bridges 1789, 1790 & 1791
across Burnt River in Baker County

Oregon State Highway Commission,
State of Oregon
Salem, Ore.

Gentlemen:

Kindly advise us whether or not the above project has as yet been completed and the date and amount of your last payment to this contractor. Also when do you expect to allow another estimate and how much is due contractor on this project? Also kindly advise how much time after completion of project is allowed for the filing of suit against the contractor's bond.

Please favor us with this information at your earliest convenience, and oblige

Yours truly,

se

FOREST PRODUCTS TREATING COMPANY
L. O. Moon

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon E-169-C

POST OFFICE BUILDING
PORTLAND, OREG.

March 20, 1933

RECEIVED
MAR 21 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. S. Caufield
Highway Engineer

Encls.

Agr. 12923

Form P. R. 2
State Oregon
Project No. E-169, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of January, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 16th day of April, 1931, a project statement, which was approved by the Secretary on the 6th day of May, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 25th day of August, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of thirty-four thousand, thirty-four and 71/100 dollars ($34,034.71) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2078+50 in the S.E.¼ of Sec. 27, T. 13 S., R. 44 E., W.M., and survey station 2297+50 near the south ¼ corner of Sec. 12, T. 14 S., R. 44 E., W.M., at the east end of Section A of said project (excepting therefrom the overhead crossing of the Union Pacific Railway between survey stations 2185+65.38 and 2187+65.8), length 4.117 miles, in Baker County, being Section C of Oregon Federal Aid project No. E-169, consisting of 4.076 miles of roadway and two bridges, each of more than 20 feet clear span, 0.041 of a mile in length, known locally as the Lime - Huntington Section of the Old Oregon Trail, between official control points LaGrande and Ontario.

JAN 14 1933 8

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b)It is mutually agreed that the existing structure between survey stations 2185+65.38 and 2187+65.8 shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents, such structure requires repairs or reconstruction, it will be repaired or reconstructed by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon.

(d) Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Union Pacific Railroad.

(e) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $98,759.10, Federal Aid $29,627.73; two bridges, approved estimate $14,689.95, Federal Aid $4,406.98.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-four thousand, thirty-four and 71/100 dollars ($ 34,034.71), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirteen thousand, four hundred forty-nine and 05/100 dollars ($ 113,449.05), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer.

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department wi[illegible] ery means within its power to insure proper and permanent maintenance of said project, and to th[illegible] nd will provide for the constant making of needed repairs to preserve a smooth-surfaced highway

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of March, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169-C

ATE

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-169-C State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 113,449.05 as the total estimated cost of said project, and the sum of $ 34,034.71 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of March one thousand nine hundred and Thirty - three

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—1829

FORM S-A-1 6766 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

169-C

March 14, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Henry Miller,
Resident Engineer,
Huntington, Ore.

Dear Sir:

I am returning the 1931 400' hard copy map of the Gales-Huntington section showing an evident error in the re-establishment in the section line between Tp. 12 S. Range 44 E and Tp. 12 S Range 45, as the topography on the original government notes indicate the quarter corner on the north of section 19 to be about as established on Weaver's map. These corners are also at complete variance with the railroad map both the 1916 and 1882, and an error is self-evident because of the difference in width of Secs. 19 and 24.

Sec. corner 19, 20, 30 and 29 is evidently correct as it agrees with all maps; 30, 29, 31 and 32 is also correct; 11, 12, 13, 14 is also correct. By the use of these corners and the Government notes Cor. 13, 18, 19, 24 should be re-established nearly where Weaver shows it.

Have the county surveyor again re-establish these corners as they are clearly wrong and will cause endless confusion with the railroad records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

NOTED
State Highway Engineer

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓

W. C. Williams

H. J. Roberts,
Asst. Chief Engineer,
O.W.R.& N. Co.
Portland, Ore.

#1419
Baker Co

169c

March 13, 1933

Forest Products Treating Company,
Lumbermens Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of March 11th concerning the R. H. Jones contract No. 1419 for the construction of three bridges over Burnt River on the Old Oregon Trail in Baker County.

Please be advised that this contract was approximately 52% complete on January 1, 1933. The total amount paid the contractor to date is $6,404.23 and the retained percentage is $1,081.03. The estimated date of completion of the contract is May 15, 1933. The bond furnished by Mr. Jones was written by the Great American Indemnity Company of New York for whom the Harvey Wells Insurance Agency, who have offices in the Failing Bldg., Portland, are resident agents. The amount of the bond os $14,414.00.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1419
Baker Co

FOREST PRODUCTS TREATING COMPANY
LUMBERMENS BUILDING
PORTLAND, OREGON

WILLIAM E. DOAN
MANAGER

PLANT
THE DALLES, OREGON

March 11, 1933

Oregon State Highway Department,
Salem, Oregon

Gentlemen:

As you are aware our company furnished creosoted material to R. H. Jones, Contractor, for construction of Bridges 1789, 1790 and 1791, across Burnt River, in Baker County:

We would appreciate learning at this time the percentage of completion of this project, estimates paid contractor to date, about when it is expected construction will be completed, and the name of the bonding company, also address of bonding company.

Yours very truly,

FOREST PRODUCTS TREATING CO.

W E Doan

JHM/M

Pd. Jan. 11, 1933 $6,404.25
Estd. $1,081.05

5 May 15

RECEIVED
MAR 13 1933
OREGON
STATE HIGHWAY COMMISSION

169c

March 10, 1933

Mr. R. H. Jones,
Huntington,
Oregon.

Attention of Mr. C. H. Willson

Dear Sir:

Reply is made to your letter of March 7 inquiring as to whether or not any changes have been made in paying estimates for state work.

No change has been made in the method of payment of state highway work. Estimates will be prepared in the usual manner on or about the fifteenth of each month, and warrants will be issued in the amount of the estimate and will be mailed to the contractors in accordance with the usual practice.

As to whether or not the state warrants will be payable at the bank or must be cashed at the State Treasurer's office, must say that you know as much about that as we do. Briefly, we are not in a position to advise you on account of unsettled conditions.

Very truly yours

Secretary

HBG:AJ

RECEIVED
MAR 8 - 1933
OREGON

Huntington, Oregon.
Mar. 7th. 1933.

Oregon State Highway Comm.,
Salem, Oregon.

Dear Sirs:-

Will you please advise us if there are any changes in the method of paying estimates on state work, and if not will state vouchers be cashable at banks or must they be cashed at the state treasury,

Yours very truly,

R. H. Jones.

By M. Willson

FORM 5-A-1 6786 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169C

OREGON STATE HIGHWAY COMMISSION

SALEM

February 3, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Clifton & Applegate,
227 Hutton Bldg.,
Spokane, Wash.

Dear Sir:

Your payroll for the period from December 26th to January 10th, on the Lime-Huntington project, shows that the powderman, the bull cook and two flunkies were paid on a monthly basis, and it appears that they were working every day. These are not key men and must be paid on an hourly basis, at the designated rate of wage, and limited to 30 hours per week.

Your contract was awarded to you under the Federal Emergency Act for the relief of unemployment. We have had considerable comment from the Bureau of Public Roads regarding the violations of provisions for labor on your part. We have been inclined to believe these were unintentional on your part in the past, but now we insist that you rigidly adhere to all requirements as set forth. Your earnest cooperation is solicited and we trust that it will not be necessary for us to revert to sterner measures to enforce these provisions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock
W. H. Lynch
W.C. Williams
H. J. Miller

169e

January 25, 1933

Mr. E. B. Johnson,
General Delivery,
Huntington, Oregon.

Dear Sir:

In reply to your letter of January 23rd, relative to the Clifton and Applegate contract for the grading of the Lime-Huntington Section of the Old Oregon Trail, this will advise that under the terms of the contract the contractor is not permitted to subcontract the hauling work. All truck drivers must be paid on a time basis, but there is nothing in the contract that would preclude the contractors renting trucks without drivers and paying the truck rental on a yard mile basis.

The minimum wage for truck drivers on trucks having capacities of less than two tons is 50 cents per hour, and the minimum wage for truck drivers on trucks having capacities of two tons or more is 60 cents per hour. No minimum is set for the rate to be paid for rented trucks.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Huntington Jan 23-33

169C

State Highway Dept.
Salem Oregon

RECEIVED
JAN 24 1933

Gentlemen:

Please send me the following information regarding Clifton Applegate Job, Lime Huntington Section Old Oregon Trail.

Did contract specify that truck-haul be done by hour, or could this part of contract be sublet?

If hour work was specified, what wages was to be paid for yard trucks?

Thanking you in advance I am

Yours very truly
C.W. Johnson
Huntington
Gen. Del. Ore

FORM 5-A-1 6796 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 17, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Clifton & Applegate,
227 Hutton Bldg.,
Spokane, Wash.

Gentlemen:

It has been called to our attention that on your Lime-Huntington Project you are classifying hackhammer operators and oilers as unskilled laborers and paying them at the rate of 50¢ per hour.

It is our opinion that these men should be classed as skilled laborers and paid as such. It is requested that these men be classed as skilled laborers and an adjustment of 10¢ per hour be made to cover the time for which they have been under paid.

It has also been noted that two mechanics and one blacksmith have been hired without regard to the local labor list. These men should have been hired from the local list if labor of this class was available. When labor of a class desired is not available you should show on the pay roll that such specified class of labor is not available from the local list. It is required that all skilled labor be procured through the County Registration Committee. And only when satisfactory skilled labor of the class required is not available through the county can it be procured elsewhere.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H.G.S.
H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R.H. Baldock ✓
W. H. Lynch
W. C. Williams
H. J. Miller

January 10,1933

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Oregon E.F.A. E 169-C

Dear Mr. Baldock:-

The payrolls of Clifton and Applegate for the above project indicate that jack hammer operators and oilers are classed as unskilled labor and are paid at the rate of 50¢ per hour. It is our opinion that these men should be classed as skilled laborers.

It is also noticed that two mechanics and one blacksmith are hired by the contractor without regard to the local labor lists. These men should have been hired from the local lists if labor of this class was available. In such cases it is necessary for the contractor to show that the specified class of labor is not available from the local list before he is free to hire labor that is not on the local list.

Very truly yours,

W.H. LYNCH
District Engineer

By L.J. Caufield
Highway Engineer

fwh

RECEIVED
JAN 11 1933

FORM 5-A-1 5892 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 11, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Your letter of January 10th, referring to Jackhammer operators being classed as unskilled labor, and paid at the rate of 50¢ per hour on the Clifton & Applegate project, Oregon E. F. A. E169-C has been received.

At first we were of the opinion that Jackhammer operators should be classed as skilled laborers, and the contractors were so advised. However, a few of the contracters take exception to this interpretation of their contract.

The Special Provisions state that unskilled laborers shall embrace all persons engaged in work which can be performed satisfactorily by any strong, mentally sound, able bodied man after a few days employment in the class or kind of labor concerned. The contractors claim that any able bodied, mentally sound person can within a few days satisfactorily operate a Jackhammer. This seems to be sound reasoning providing the operators are working under a foreman who shows them where and how to drill the holes. We believe that any number of competent persons would testify to this fact. Under these conditions we are rather hesitant in forcing the contractor into classifying Jackhammer operators as skilled laborers unless it is so required by the Bureau of Public Roads.

There is no definite line which can be drawn between the classification of skilled and unskilled labor and in the above case the classification would appear to be more or less a matter of personal opinion and interpretation. Will you please advise the interpretation of the Bureau in classifying Jackhammer operators.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓

Form 333—4M—10-32

169C

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending ...., 193....

Section		*Kind of work*	
Highway		*Section prefix*	
Contractor		*Contract number*	
Date of contract	, 193....	*Date of completion*	, 193....
Date work started	, 193....	*Estimated date of completion*	, 193....
Amount of contract	$	*Per cent of time elapsed*	%

Estimated cost of completed project, exclusive of engineering . . . . $........................

Per cent of contract completed, based on total contract price . 4.8 . . . .%

Engineering costs to date $........................%. *Date project was completed* ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					15	5	20
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power Graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheep-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 5863 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169a

December 29, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Clifton & Applegate,
Contractors,
Hutton Bldg.,
~~Portland~~, Ore.
Spokane

NOT

Dear Sir:

Complaint has been received by the Oregon State Highway Commission that you are violating the clause prohibiting sub-contracting on the Lime-Huntington and Biggs-John Day River contracts.

The complaint states that you have sub-contracted the haulings on a yard mile basis, and therefore I am requesting that you forward a copy of your agreement concerning the employment of trucks with capacity greater than 5¼ yards in order that any misunderstanding which may have arisen concerning the payment can be corrected.

Your contract states that "no person engaged in the performance of the work except members of the contracting firm shall be paid on any other basis than a fixed rate per hour, per day or per month, which rate shall not be less than the minimum rate for the class of employment concerned." This, ofcourse, does not apply to the hiring of the trucks themselves which probably can be hired under any arrangements which are fair and reasonable. But in all cases the drivers must be hired and paid for by the firm and carried on the payrolls provided. Consequently any arrangements which you have made concerning the hiring of trucks on a yard mile basis must not include the drivers. They must be employed by the contractor and carried on his payroll.

Will you therefore advise in detail the arrangements under which your trucks are operating.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock ✓

H. G. Smith,
Construction Engineer.

FORM S-A-1 5883 8M 6-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169c

OREGON STATE HIGHWAY COMMISSION

SALEM

December 24, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Under separate cover I am forwarding you 400' hard copy map of the Durkee Slides project, as well as four sketch maps of the various projects showing talus pits, etc., and a tracing and profile of the alternate route near Weatherby.

This 400' map was in the regular drafting room files pertaining to uncompleted projects and Mr. Shelley advises that he has no recollection of ever having received a letter requesting the map, and certainly no search was made for it through my own office.

In the future if you have trouble in locating anything through the Salem Office I will be very glad to hunt for it myself if you will notify me.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM 9-A-1 3403 5000 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169-8

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

In our labor distribution for Emergency Federal Aid projects it provides that the labor for the Lime Huntington project be obtained 6% from Baker, 37% from Union, 20% from Malheur and 37% from Multnomah Counties.

It has become apparent that Multnomah laborers cannot afford to report to Huntington for the remainder of the job, therefore the Multnomah Relief Committee has waived the right and request that teir quota be filled from the other counties.

Any new men added to the Lime-Huntington Job should therefore be obtained 20% from Baker County, 60% from Union County, an 20% from Malheur County.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R.H. Baldock ✓

Henry Miller,
Huntington, Ore.

Clifton & Applegate,
Hutton Bldg.,
Spokane, Wash.

November 10, 1932

Mr. W. H. Lynch, District Engr.,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Lime-Huntington Section Emergency Project No. E-169-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

OC:EK
Incls.

Oregon State Highway Department

Emerg. Constr. Highway
Project No. E-169-C

LIME-HUNTINGTON SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1932.

Grading

All Required		Clearing and Grubbing		$ 1,000.00
150,000	cu. yds.	Common Excavation	$ 0.285	42,750.00
42,000	" "	Solid Rock Excavation	0.45	18,900.00
200,000	yd. sta.	Overhaul	0.01	2,000.00
33,000	yd. mi.	Truck Haul	0.12	3,960.00
740	lin. ft.	Salvaging Culvert Pipe	0.40	296.00
5,500	cu. yds.	Salvaging Surfacing Materials	0.60	3,300.00
1,500	" "	Handling Salv. Surf. Matls.	0.35	525.00
2,000	yd. mi.	Hauling Salv. Materials	0.10	200.00
25,200	cu. yds.	Gravel Topping	0.30	7,560.00
32,800	yd. mi.	Hauling Gravel Topping	0.10	3,280.00
1,400	cu. yds.	Riprap	1.00	1,400.00
70	cu. yds.	Class "A" Concrete	22.00	1,540.00
8,000	lbs.	Metal Reinforcement	0.06	480.00
510	lin. ft.	18" Corr. Galv. Iron Pipe	1.45	739.50
190	lin. ft.	24" " " " "	2.15	408.50
90	lin. ft.	36" Corr. Galv. Iron Pipe	4.25	382.50
				$ 88,721.50

Trestle - Sta. 2285+50 (1-19' Span) Durban Creek

30	cu. yds.	Excavation	$ 2.00	$ 60.00
5	" "	Excavation below plans	4.00	20.00
18	" "	Class "B" Concrete	15.00	270.00
16	" "	Class "D" Concrete	14.00	224.00
3,500	lbs.	Metal Reinforcement	.035	122.50
5	M-FBM	Lumber and Timber	55.00	275.00
44	lin. ft.	Composite Handrail	2.00	88.00
				$ 1,059.50

Sub-total, roadway	$ 89,781.00
10% Engr. & Cont.	8,978.10
Total, Roadway	$ 98,759.10

Bridge, Sta. 2247+50 Burnt River #1

155	cu. yds.	Excavation	$ 2.00	$ 310.00
15	" "	Excavation below plans	4.00	60.00
80	" "	Class "B" Concrete	15.00	1,200.00
81	" "	Class "D" Concrete	14.00	1,134.00
19,500	lbs.	Metal Reinforcement	.035	682.50
6	M-FBM	Lumber and Timber	55.00	330.00
43,000	lbs.	Structural Steel	.038	1,634.00
204	lin. ft.	Composite Handrail	2.00	408.00
				$ 5,758.50

Bridge, Sta. 2282+50 Burnt River #12

195	cu. yds.	Excavation	2.00	$ 390.00
20	" "	Excavation below plans	4.00	80.00
80	" "	Class "B" Concrete	15.00	1,200.00
97	" "	Class "D" Concrete	14.00	1,358.00
24,000	lbs.	Metal Reinforcement	.035	840.00
8	M-FBM	Lumber and Timber	55.00	440.00
74,000	lbs.	Structural Steel	.038	2,812.00
238	lin. ft.	Composite Handrail	2.00	476.00
				$ 7,596.00

Sub-total, bridges	$ 13,354.50
10% Engr. & Cont.	1,335.45
Total............	$ 14,689.95

Length of Roadway	4.076 miles
Length of 2 Bridges	.079 "
Total length	4.155 "
Cost per mile	$ 24,229.41

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway	$ 98,759.10	$ 29,627.73 (30%)	$ 69,131.37
2 Bridges	14,689.95	4,406.98 (30%)	10,282.97
	$113,449.05	$ 34,034.71	$ 79,414.34

State Funds for Constr.: Chapter 175, Laws 1917: Chapter 31, Laws 1920.
State Funds for Maint.: Chapter 41, Laws 1927.

FORM 3-M-1 5970 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1619a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 10, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 12 1932
[illegible]

Attention: Mr. H. G. Smith

Dear Sir:

With reference to right of way descriptions for the Lime-Huntington Section, I wish to advise that these descriptions were delivered personally to Harry Benson, Right of Way Agent, and by this time have most probably been turned over to Mr. Devers. In the event that they have not been received, we will furnish duplicate copies upon request.

The same condition exists in regard to the descriptions for the A. A. Boyce, N. N. Elliott and A. Ritchie properties on the Wingville Lane-Baker Section.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW

cc R. H. Baldock
cc J. M. Devers.

Noted
[illegible]

FORM 2-M-1 8579 2M 10-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169-C

November 10, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 12 1932
OREGON STATE HIGHWAY COMMISSION

Attention: ~~Mr.~~ H. G. Smith

Dear Sir:

With reference to your inquiry concerning ability of contractors to secure their quota of men for emergency employment from Multnomah County, I wish to advise that the only contract under way in this Division on which Multnomah County men are being used, is the Lime-Huntington Project.

Clifton & Applegate, General Contractors on this section, ~~that~~ state that they have no difficulty in securing men from Multnomah County, and while it has been necessary to let a few of the men go, the majority of the men are average workers.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW

cc R. H. Baldock.

NOTED
State Highway Engineer

Noted
[illegible]

OR 169C

November 3, 1932

Mr. R. M. Jones
2515 Court St.
Baker, Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Burnt River, near Huntington, on the Old Oregon Trail in Baker County.

Very truly yours,

Secretary

AJ

COMMISSIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169-C

October 18, 1932.

IN REPLY PLEASE
REFER TO FILE No.

~~Mr. H. J. Miller,~~
~~Resident Engineer,~~
~~Box 42,~~
~~Huntington, Ore.~~

Dear Sir:

Judge Couch of Union County has entered a complaint that the contractors on the Lime-Huntington job are employing help not in accordance with the terms of the contract respecting emergency labor.

Will you kindly check this up and make a special report.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
W. G. Williams.

NOTED
State Highway Engineer

IM 8-A-1 5403 3000 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169C

October 18, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. J. Miller,
Resident Engineer,
Box 42,
Huntington, Ore.

NOTED
State Highway Engineer

Dear Sir:

The B. P. R. advise that the contractor on the Lime-Huntington is not spreading according to the Bureau regulations which provided for hand labor on the spreading. Mr. Davis advises they are using a team and fresno.

Under our system of compacting fills and spreading in layers it is very hard to differentiate between compacting and spreading; but it is our view that the contractor should not be discriminated against on account of our method of compacting the fills. In other words, if we permitted end dumping they would need a certain amount of labor to spread the material, and we do not believe the contractors will be legitimately required to employ more than this amount of labor when the material is placed in layers.

An average job placed by end dumping requires about two dump men on the end of each fill, therefore the same number should be placed on the fills where it is spread in layers.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By H G Smith
H. G. Smith,
Construction Engineer.

CC to

R. H. Baldock ✓
T. M. Davis
W. C. Williams

October 12, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with concurrence in award of contract on Burnt River Bridges, Oregon E-169-C, bids for which were received on September 28, we are now in a position to concur in award of this contract to the low bidder, R. H. Jones of Baker, Oregon, in the amount of $14,414.00.

The award is to be contingent upon this project being made a test project, as previously requested of you and agreed to in your letter of October 10.

The question of using a mixture of fuel oil and creosote for treatment of timber, and the use of dowels or key ways between the timber stringers and concrete deck will be contingent upon decision on these matters that will be made in connection with Oregon E-80-B and E-177-A. As has been previously discussed with your office, we would prefer to see some form of definite anchorage provided between the lugs on the top of the steel stringers and concrete deck. Our original suggestion was to use Z bars instead of angle lugs. However, any other form of anchorage would probably prove satisfactory to offset the possibility of the slab raising off of the I beams under heavy compressive stresses in the slab when acting as a composite beam.

Your request for reconsideration of elimination of supports under steel stringers during the pouring of the slab has been forwarded and final approval on this project will include comments on this matter.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

E-169C

October 3, 1922

Clifton & Applegate,
Hutton Building,
Spokane, Washington.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Lime-Huntington Section of the Old Oregon Trail in Baker County.

Very truly yours,

Secretary

AJ

P. S.
The above is sent under separate cover by express.

169C

September 26, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are today sending, under separate cover, five blueprint copies of sheets Nos. 7, 8 and 9 of the plans for the Lime-Huntington Section. These sheets have been revised to show a slight change in the alignment near the bridges on which bids are being requested on September 28th. Likewise, the right-of-way of the railroad has been corrected, at some points, to be 100 feet wide instead of 200 feet, as shown on the plans previously sent to you. This change is based on information which has been received by this office subsequent to our sending the original plans.

The changes in alignment have made a small change in the gross length of the project which is now 4.156 miles, but the net length of the project is not changed. Accordingly, it will be necessary to show the length of the bridges as .080 mile instead of .079 mile as shown on the estimates previously submitted.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

September 22, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. Probert's September 9, 1932, letter suggests the advisability of changing the all-timber structure at about station 2285+50 on Oregon Emergency Construction Highway Project E-169-C to one of a more permanent type.

This suggestion is satisfactory to us and the revised plans for the location mentioned will be recommended for approval if found satisfactory. The customary number of all documents concerning this structure should be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
[illegible] Caufield
Highway Engineer

September 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for bridges to be constructed on the Lime-Huntington Section, Emergency Construction Project E-169-C. Five bid proposals covering this work are being sent under separate cover.

For the reason that the lengths of these bridges are different to that shown on the roadway plans, the sheets on which the bridges are shown are being revised and prints of them will be sent to you in the next day or two.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department Emerg. Constr. Proj. No. E-169

LIME-HUNTINGTON SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate accompanying plans for bridges. Not as basis for project agreement.)

Salem, Oregon, September 22, 1932.

Grading (Contract Prices)

All Required		Clearing and Grubbing		$ 1,000.00
150,000	cu. yds.	Common Excavation	$ 0.285	42,750.00
42,000	" "	Solid Rock Excavation	0.45	18,900.00
200,000	yd.sta.	Overhaul	0.01	2,000.00
33,000	yds. mi.	Truck Haul	0.12	3,960.00
740	lin.ft.	Salvaging Culvert Pipe	0.40	296.00
5,500	cu. yds.	Salvaging Surfacing Materials	0.60	3,300.00
1,500	cu. yds.	Handling Salv. Surf. Matls.	0.35	525.00
2,000	yd. mi.	Hauling Salv. Materials	0.10	200.00
25,200	cu. yds.	Gravel Topping	0.30	7,560.00
32,800	yd. mi.	Hauling Gravel Topping	0.10	3,280.00
1,400	cu. yds.	Riprap	1.00	1,400.00
70	cu. yds.	Class "A" Concrete	22.00	1,540.00
8,000	lbs.	Metal Reinforcement	0.06	480.00
510	lin. ft.	18" Corr. Galv. Iron Pipe	1.45	739.50
190	lin. ft.	24" " " " "	2.15	408.50
90	lin. ft.	36" Corr. Galv. Iron Pipe	4.25	382.50
				$ 88,721.50

Ⓐ

Trestle Sta. 2285+50, (1-19' Span) (Estimated Prices) Durbin Creek

30	cu. yds.	Excavation	$ 2.00	$ 60.00
5	" "	" below plans	~~5.00~~ 4.00	25.00
18	" "	Class "B" Concrete	16.00	288.00
16	" "	" "D" "	16.00	256.00
3,500	lbs.	Metal Reinforcement	0.05	175.00
5	M-FBM	Lumber & Timber	65.00	325.00
44	lin. ft.	Composite Handrail	3.00	132.00
				$ 1,261.00

Sub-total, Roadway	$ 89,982.50
10% Engr. & Cont.	8,998.25
	$ 98,980.75

Bridge, Sta. 224+50 (Estimated Prices) Burnt River #11

155	cu. yds.	Excavation	$ 2.00 ✓	$ 310.00
15	" "	" below plans	~~5.00~~ 4.00	75.00
80	" "	Class "A" Concrete	16.00	1,280.00
81	" "	" "B" "	16.00	1,296.00
19,500	lbs.	Metal Reinforcement	0.05	975.00
6	M-FBM	Lumber & Timber	65.00	390.00
43,000	lbs.	Structural Steel	0.055	2,365.00
204	lin. ft.	Composite Handrail	3.00	612.00
				$ 7,303.00

Bridge, Sta. 228+50 (Estimated Prices) Burnt River #12

195	cu. yds.	Excavation	2.00 ✓	390.00
20	" "	" below plans	~~5.00~~ 4.00	100.00
80	" "	Class "A" Concrete	16.00	1,280.00
97	cu. yds.	" "B" "	16.00	1,552.00
24,000	lbs.	Metal Reinforcement	0.05	1,200.00
8	M-FBM	Lumber & Timber	65.00	520.00
74,000	lbs.	Structural Steel	0.055	4,070.00
238	lin. ft.	Composite Handrail	3.00	714.00
				$ 9,826.00

Sub-total, Bridges	$ 17,129.00
10% Engr. & Cont.	1,712.90
Total......................	$ 18,841.90

Length of Roadway	4.076 miles
" " 2 Bridges	.079 "
Total length	4.155 miles
Cost per mile, roadway	$24,283.79

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emergency Constr. Highway Funds
Roadway	$,980.75	$ 29,694.22	$ 69,286.53
2 Bridges	18,841.90	5,652.57	13,189.33
	$ 117,822.65	$ 35,346.79	$ 82,475.86

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

RP 169
C

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LCO = Deferred Cable
- NLT = Cable Night Letter
- WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon. TELEPHONE 3171

1932 SEP 20 PM 9 25

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

PR125 17 NM COLLECT=HN HUNTINGTON ORG 20

R H BALDOCK=

Chg STATE HIGHWAY ENGR SALEM ORG=

LENGTH BOX CULVERT FIFTY FOUR ONE HALF FEET BETWEEN PARAPHETS BOX RIGHT ANGLES TO CENTER LINE=

H J MILLER.

PR#

Lime-Huntington

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

S. H. Probert,
Office Engineer.

SHP:ER

Encl.

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON.
SEPTEMBER 20, 1932.

H. J. MILLER,
HIGHWAY RESIDENT ENGINEER,
HUNTINGTON, OREGON.

WIRE LENGTH BETWEEN HEADWALLS AND ANGLE OF SKEW FOR BOX CULVERT FOR LIME-HUNTINGTON

JOB

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

S. H. Probert,
Office Engineer.

SHP:ER

Encl.

September 20, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Referring to your letter of September 8th in regard to the Lime-Huntington contract (F. A. Project E-169-C), this will advise that we have obtained the consent of the contractor to include in the contract the provisions in regard to hand labor methods which are mentioned in your letter.

Three signed copies of the contractor's consent are being submitted herewith.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

Encl.

JOHN M. CLIFTON, PRES.
V. J. APPLEGATE, VICE PRES.

HUTTON BUILDING
SPOKANE, WASH.

CLIFTON & APPLEGATE
(INCORPORATED)
RAILROAD CONTRACTORS

Spokane, Washington
September 14th, 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
SEP 15 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir: Attention Mr. S. H. Probert

We have your letter of the 12th inclosing copies of a "consent sheet" covering certain provisions as to hand and team labor on surfacing operations.

You may be assured we desire to co-operate with your department in every way possible.

We inclose three copies of the "consent" executed by our firm.

Very truly yours,

CLIFTON & APPLEGATE

By J. M. Clifton

JMC/J

S. H. Probert,
Office Engineer.

SHP:HK
cc Mr. W. C. Williams
Incls.

September 12, 1932

Clifton & Applegate,
Hutton Building,
Spokane, Washington.

Gentlemen:

In connection with the grading of the Lime-Huntington Section, which work is being handled as a federal aid project, the Bureau of Public Roads is insisting upon the inclusion in the contract of certain provisions relating to the performance of certain parts of the work by hand labor methods.

As a means of making these provisions a part of the contract, we have prepared a "consent" sheet, of which four copies are being sent to you herewith for your signature.

The provisions were not included in the special provisions of the contract for the reason that they were thought not to apply to the classes of work to be done under the contract. We had looked upon the gravel topping work as grading work rather than surfacing work, and we still so look upon it. We had also looked upon the excavation of the shattered rock which is to be used in the gravel topping work, as roadbed excavation, and we still so look upon it. We do not see how any other interpretation can reasonably be placed upon them.

It is our opinion that the inclusion of these additional provisions in the contract will not result in any increase in the cost of performing the work. We have no alternative but to make the provisions a part of the contract, however, and we hope that you will cooperate with us by giving your consent.

The signed copies of the "consent" sheet should be returned to us. The fourth copy should be retained for your files.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EK
cc Mr. W. C. Williams
Incls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 8, 1932

RECEIVED
SEP 9 - 1932
OREGON
STATE HIGHWAY COMMIS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir: Lime - Huntington

We are advised that the Special Provisions for Oregon Emergency Construction Highway Project No. E-169-C have been examined and found satisfactory except that they do not contain the following items which are included in the Chief of Bureau's memorandum of July 27:

> "Initial spreading of the slag stone or gravel shall be done by hand labor."
>
> "Stone shall be loaded in the quarry by hand. Where the crusher is set at approximately the same elevation as the floor of the quarry the stone shall be transported to the crusher by hand or team methods."
>
> "Where feasible team power or hand labor will be used in gravel pits for transporting materials to screening plants or loading traps."
>
> "Stripping of quarries and gravel pits where feasible shall be done by team or hand labor methods or both."

The above provisions are mandatory for all emergency projects and apply to the gravel topping on this project. The Special Provisions covering these features are very satisfactorily incorporated in the Special Provisions for Oregon E-148-D, page 7.

Lake Co.
2 mi -
Silver Ck.

We have not been furnished with copies of advertisements for Oregon emergency projects and would like to be informed whether or not they comply with the law in stating minimum wage rates to be paid labor employed on the projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

insist on no - overruns - pits.

FORM 5-M-1 9806 500 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169C

September 19, 1932.

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 21 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

The final estimate and records inconnection with the Huntington-Slides Bituminous Macadam Project on the Old Oregon Trail in Baker and Malheur Counties, are going forward today by express, all work on this project having been completed in a satisfactory manner August 25th, 1932.

Final costs on the job including engineering show an over-run of the preliminary estimate of $1,584.29. Exclusive of engineering and traffic control the amount of the contract is over-run $3,334.31. This over-run in the contract amounts was caused by an over-run in mineral aggregate approximating 1200 yards, over-run in hauling gravel shoulders and the purchase of screen rejections. The $1\frac{1}{4}$" screen rejections were purchased for use as shoulder material and the 1/4" screen rejections were purchased and stock piled for future use in sanding, sealing and other necessary purposes.

Very truly yours,

NOTED
State Highway Engineer

W C Williams

Division Engineer.

WCW:OW

cc R. H. Baldock.

NOTED
H. G. SMITH

H. G. Smith

Advise the Div. Engr that we don't want ~~[illegible]~~ excuses. but we will count on no – overruns – RHB.

DAVID F. GRAHAM, Judge
ORA E. CLARK, Commissioner
J. D. FAIRMAN, Commissioner

County Court Meets on the
First Wednesday of
Each Month

MALHEUR COUNTY COURT
VALE, OREGON

169C

Sept. 17th. 1932,

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

This will acknowledge receipt of your letter of Sept. 9th. 1932, relative to the Contract for grading the Lime-Huntington Section of the Old Oregon Trail in Baker County, which reached here during my absence in Portland.

I have read the contents of same carefully and wish to thank you and the State Highway Commission for their kindness in the matter referred to. It will help very much in relieving the situation which exists here, at this point.

Yours respectfully,
Dave Graham,
David F. Graham,
County Judge.

RECEIVED
SEP 21 1932
STATE HIGHWAY COMMISSION
OREGON

NOTED
[illegible] Highway Engineer

FORM 9-A-1 4790 5000 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169C

OREGON STATE HIGHWAY COMMISSION
SALEM

September 12,1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. J. Miller,
Resident Engineer,
Huntington, Ore.

Dear Sir:

I am returning you transit notes giving the railroad ties at Lime Station to be completed by the addition of the railroad station at one of these points where these ties are given.

Please obtain the railroad stationing in some manner and give the equation between the railroad and highway station.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOT FL
State Highway Engineer

September 9, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

The contract recently let for the grading of the Lime-Huntington Section of the Old Oregon Trail (F. A. Proj. No. 169-C) included the construction of a small timber bridge at about Station 2285+50. At the time the use of an all timber structure at that point was decided upon there was some question as to the necessity of providing a permanent opening at that location, there being a large bridge over the main channel of Burnt River only a few hundred feet away. Subsequent investigations have satisfied us that a permanent opening will be required, however, and it, therefore, appears advisable to use a more permanent type of structure.

The circumstances being as above stated, we would like to have your permission to eliminate the timber bridge structure from the grading project, and to construct under a separate contract a structure of the same general design as is proposed to be used at the crossings of Burnt River at Stations 2247 and 2282, which general design consists of a treated pile substructure and a reinforced concrete superstructure.

Your favorable action on this request will be appreciated.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

August 29, 1932.

Memorandum to Mr. S. H. Probert

I would suggest that you take out the frame trestle at Station 2285+ on the Lime-Huntington Section as this is the only trestle on the job, and could very well be let with the two Burnt River crossings; furthermore, we desire to use creosoted timber and a reinforced concrete deck on the Burnt River Crossings, and this structure should conform in type with these other two.

C. B. McCullough
Bridge Engineer

CBM:AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 2, 1932

RECEIVED
SEP [illegible] - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that Oregon Emergency Construction Highway Project E-169-C was recommended for approval on August 25, 1932.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

This also confirms our verbal concurrence in the award of the contract to Clifton & Applegate, Spokane, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

August 23, 1932

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Postoffice Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans and five bid proposals covering the grading of the Lime-Huntington Section, emergency construction project No. E-169-C.

Five sets of blueprint plans and one set of original cross sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,
By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/GS
Enc.

Oregon State Highway Commission. Project No. E-169-C.

LIME-HUNTINGTON SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, August 24, 1932.

All Required		Clearing & Grubbing		$ 200.00
150,000	cu. yds.	Common Excavation	$ 0.25	37,500.00
42,000	cu. yds.	Solid Rock Excavation	0.90	37,800.00
200,000	yd. sta.	Overhaul	0.03	6,000.00
33,000	yd. mi.	Truck Haul	0.15	4,950.00
740	lin. ft.	Salvaging Culvert Pipe	0.50	370.00
5,500	cu. yds.	Salvaging Surfacing Matls.	0.50	2,750.00
1,500	cu. yds.	Handling Salv. Matls. thru Stockpiles	0.40	600.00
2,000	yd. mi.	Hauling Salvaged Materials	0.15	300.00
25,200	cu. yds.	Gravel Topping	0.40	10,080.00
32,800	yd. mi.	Hauling Gravel Topping	0.15	4,920.00
1,400	cu. yds.	Riprap	2.00	2,800.00
70	cu. yds.	Class "A" Concrete	20.00	1,400.00
5	cu. yds.	Class "B" Concrete	18.00	90.00
8,000	lbs.	Metal Reinforcement	0.06	480.00
10	M-FBM	Lumber & Timber	50.00	500.00
10	lin. ft.	18" Corr. Galv. Iron Pipe (Ext.)	1.50	15.00
20	lin. ft.	24" " " " " "	2.00	40.00
12	lin. ft.	36" " " " " "	3.50	42.00
500	lin. ft.	18" Culvert Pipe (New)	1.50	750.00
170	lin. ft.	24" Concrete Pipe	2.00	340.00
78	lin. ft.	36" " "	3.50	273.00
				$112,200.00
		10% Engr. & Cont.		11,220.00
		Total..................		$123,420.00

Length of Roadway		4.068 miles
" " 3 Bridges	460.82 ft.	.087 "
Total Length		4.155 miles
Cost per mile		$30,339.23

Regular Federal Aid Funds Requested	$37,026.00	(30%)
Emergency Construction Funds Requested	86,394.00	
	$123,420.00	

August 19,1932.

L 169 C

RECEIVED
AUG 22 1932
OREGON
STATE HIGHWAY COMMISSION

Baker County,
Old Oregon Trail
Lime-Huntington Section
4.146 miles grading and gravel or talus topping.

Estimate of Cost by W. C. Williams, Division Engineer.

Common Excavation	150,300	cu.yds.	.20	$30,060.00
Rock Excavation	41,800	cu.yds.	.80	33,440.00
Overhaul	199,500	sta.yds.	.03	5,985.00
Truckhaul	33,000	mi.yds.	.16	5,280.00
Concrete, Class "A"	68	cu.yds.	20.00	1,360.00
Concrete, Class "B"	5	cu.yds.	18.00	90.00
Rip Rap	1,400	cu.yds.	2.00	2,800.00
Lumber & Timber	10	M-FBM	50.00	500.00
Reinforcing Steel	8,250	lbs.	.06	495.00
18" Corr.Iron Pipe	10	lin.ft.	2.00	20.00
24" " " "	20	lin.ft.	3.00	60.00
36" " " "	12	lin.ft.	6.00	72.00
18" Culvert Pipe	620	lin.ft.	1.50	930.00
24" " "	170	lin.ft.	2.25	382.50
36" " "	77	lin.ft.	5.00	385.00
Salvage and reinstall old pipe	740	lin.ft.	.50	370.00
Selected Topping Material	25,200	cu.yds.	.35	8,820.00
Hauling Topping Materials	32,800	mi.yds.	.16	5,248.00
Salvage old surfacing Mtls.	5,500	cu.yds.	.50	2,750.00
Salvage old guard fence	2,800	lin.ft.	.15	420.00
				$ 99,467.00
Plus 10% for engineering costs and contingencies				9,946.70
				$ 109,413.70

RECEIVED
AUG 22 1932
CONT

-/32

Baker County,
Old Oregon Trail,
Lime-Huntington Section,
4.146 miles grading and gravel or talus topping.

RECEIVED
JUL 29 1932
CONST

Estimate of Cost by W. C. Williams, Division Engineer.

Common Excavation	150,300	cu.yds.	.30	$45,090.00
Rock Excavation	41,800	" "	1.00	41,800.00
Overhaul	199,500	sta.yds.	.03	5,985.00
Truckhaul	33,000	mi.yds.	.20	6,600.00
Concrete, Class "A"	68	cu.yds.	20.00	1,360.00
Concrete, Class "B"	5	" "	18.00	90.00
Rip Rap	1,400	cu.yds.	2.00	2,800.00
Lumber & Timber	10	M-FBM	50.00	500.00
Reinforcing Steel	8,250	lbs.	.06	495.00
18" Corr. Iron Pipe	10	lin.ft.	2.00	20.00
24" " " "	20	" "	3.00	60.00
36" " " "	12	" "	6.00	72.00
18" Culvert Pipe	620	" "	1.50	930.00
24" " "	170	" "	2.25	382.50
36" " "	77	" "	5.00	385.00
Salvage and reinstall old pipe	740	" "	.50	370.00
Selected Topping Material	25,200	cu.yds.	.40	10,080.00
Hauling Topping Materials	32,800	mi.yds.	.20	6,560.00
Salvage old surfacing Mtls.	5,500	cu.yds.	.50	2,750.00
Salvage old guard fence	2,800	lin.ft.	.15	420.00
				$ 126,749.50
Plus 10% for engineering costs and contingencies				12,674.95
				$ 139,424.45

Handling Salvaged Material Through Stock Pile
Hauling Salvaged Material

Williams said he would send in a revised estimate. This one is based on 100% Road methods.

/32

Baker County,
Old Oregon Trail,
Lime-Huntington Section,
4.146 miles grading and gravel or talus topping.

RECEIVED
JUL 29 1932

Estimate of Cost by W. C. Williams, Division Engineer.

Common Excavation	150,300	cu.yds.	.30	$45,090.00
Rock Excavation	41,800	" "	1.00	41,800.00
Overhaul	199,500	sta.yds.	.03	5,985.00
Truckhaul	33,000	mi.yds.	.20	6,600.00
Concrete, Class "A"	68	cu.yds.	20.00	1,360.00
Concrete, Class "B"	5	" "	18.00	90.00
Rip Rap	1,400	cu.yds.	2.00	2,800.00
Lumber & Timber	10	M-FBM	50.00	500.00
Reinforcing Steel	8,250	lbs.	.06	495.00
18" Corr. Iron Pipe	10	lin.ft.	2.00	20.00
24" " " "	20	" "	3.00	60.00
36" " " "	12	" "	6.00	72.00
18" Culvert Pipe	620	" "	1.50	930.00
24" " "	170	" "	2.25	382.50
36" " "	77	" "	5.00	385.00
Salvage and reinstall old pipe	740	" "	.50	370.00
Selected Topping Material	25,200	cu.yds.	.40	10,080.00
Hauling Topping Materials	32,800	mi.yds.	.20	6,560.00
Salvage old surfacing Mtls.	5,500	cu.yds.	.50	2,750.00
Salvage old guard fence	2,800	lin.ft.	.15	420.00
				$ 126,749.50
Plus 10% for engineering costs and contingencies				12,674.95
				$ 139,424.45

Handling Salvaged Material Through Stock Pile
Handling Salvaged Materials

Williams said
he would send
in a revised estimate.
This one is based
on 100% Road methods.

CONTRACT#1395, 1411,
1745, 1289, 1290,

PR 168-A Milwaukie-Oregon City Sec. 1933

1395
1411 - 1745 - 1289 - 1290 Folder # 2

RECEIVED
APR 13 1938
FOR

168-a

April 12, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of March 18, 1938, concerning the date of beginning and completion of work for Projects Nos. NRH 168-A, NRH 168-B, NRM 168-B and NRH 168-C.

Our records indicate that work was begun on November 16, 1934 and completed on January 2, 1937. We do not have dates for each individual project, but since the materials were purchased for all projects under the same contracts and the work was done by State forces at the same time, it would appear that the same dates will hold for each of the projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon projects NRH 168-A, NRH 168-B, NRM 168-B and NRH 168-C, roadside improvement on the East Portland-Oregon City Highway.

Will you please advise us of the dates of beginning and completion of work on each of these projects.

In this connection, it appears that the period covered by the voucher shown as March 21, 1934, to February 6, 1936, may be in error as our records seem to indicate that some work was done in December, 1936. Please advise if this is the case, and we shall make the necessary corrections.

Please advise as soon as possible as the final voucher must be held in this office until the information is received.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

All work completed Jan 2, 1937

work between 2-6-36 and
1-2-37 included in PR 20
as non participating cost

pink copy to Division Engineer, yellow copy to Resident Engineer, and
blue copy for your own file.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 6 1937
FOR FILING

RECEIVED
FEB 5 1937
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

168-a

February 4, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Ore. NRH 168-A, North and Middle Units, Milwaukie-Oregon City Section, East Portland-Oregon City Highway, was made by a representative of this office on January 27, 1937. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Form 280—82944—3M—7-35

168-a

RECEIVED
DEC 30 1936
FOR FILING

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending December 26, 1936

Section Milwaukie-Oregon City Sec. [illegible] Hwy. Prefix 5-1100 Order No.

Amount authorized, $ 700.00 ; work completed %; money spent 83 %

Description of job Drainage Improvement

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	139.01	24.75	173.76
Labor	[illegible]	15.00	345.00
"Y" Accounts:*			
"Z" Accounts:			
Equipment Rental	55.50	6.50	62.00
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	[illegible]	[illegible]	580.76

Average number of men employed 2

Average number of trucks

Other major equipment

Weather report Mon., Tue.—Rain; Wed., Thur.—Cloudy

Lost time and cause of delays

Work accomplished Replaceing complete except for plant materials yet to be [illegible]

Remarks:

NOTED
GEO. H. OTTEN

Foreman

*List separately the principal items of material entering int[illegible]

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to [illegible] Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 380—22944—3M—7-36

168 a

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending December 19, 1936.

Section Milwaukie-Oregon City section, East Portland-Oregon City Highway Prefix 2-1103 Order No.

Amount authorized, $ 700.00; work completed 85 %; money spent 75 %

Description of job Roadside Improvement

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts:			
Supervision	86.88	52.13	139.01
Labor	186.00	144.00	330.00
"Y" Accounts:*			
"Z" Accounts:			
Equipment Rental	25.00	34.20	59.20
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	297.88	230.33	528.21

Average number of men employed 10

Average number of trucks 1

Other major equipment

Weather report Mon.-Rain; Tue., Wed.-Cloudy; Thur.-Rain; Fri.-Cloudy.

Lost time and cause of delays

Work accomplished Completed Oregon City, South Unit, and Clackamas River bridge sections.

Remarks:

C. W. [illegible]
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

Form 280—22944—8M—7-35

168 a

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

For week ending December 12, 1936

Section Milwaukie-Oregon City section, East Portland-Oregon City Highway **Prefix** 3-1102 **Order No.**

Amount authorized, $ 700.00 ; **work completed** %; **money spent** 42 %

Description of job Roadside Improvement

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	34.75	52.13	86.88
Labor	48.00	138.00	186.00
"Y" Accounts:*			
"Z" Accounts:			
Equipment Rental	2.80	22.20	25.00
Equipment Repairs			
Equipment Supplies			
Tools and Miscellaneous			
Totals	85.55	212.33	297.88

Average number of men employed 9

Average number of trucks 1

Other major equipment

Weather report Mon., Tue., - Rain; Wed., Thur., Fri. - cloudy.

Lost time and cause of delays

Work accomplished Hauling topsoil. Planting - placing Trees and shrubs.

Remarks:

Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

168-a

x

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 168-A, North and Middle Units, Milwaukie-Oregon City, East Portland-Oregon City Hwy., Clackamas Co., was made by a representative of this office on September 10, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM 5-A-1 5M 9-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

168-a

RECEIVED
SEP 18 1936
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
Sept. 17, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith letter from Frank Young and force account bill on Edlefsen-Weygandt paving contract from Milwaukie to Oregon City.

Mr. Young has approved the bill, but on account of its submission being so late has written this letter of explanation.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

Encl.

168-a

September 8, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1745 for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 18, 1936.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with the contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $132,454.87, including the final payment. Of this amount $782.69 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

168-a

x

FINAL COST ANALYSIS

August 28, 1956

East Portland-Oregon City Highway, Milwaukie-Oregon City Section
Contract 1745, Prefix 3-1007

NOTED
State Highway Engineer

Edlefsen-Weygandt, Contractors
F. T. Young, Resident Engineer

ITEM	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 31.07	All			$ 100.00
Trench Excavation	234.83	320.4 Cu. Yds.	0.73	0.70	224.28
Excavation, Single	11,135.80	20,596 Cu. Yds.	0.54	0.20	4,119.20
Truck Haul	1,233.54	5,607 Yd. Mi.	0.22	0.12	672.84
Removal of Old Pavement	242.57	2,019.7 Sq. Yd.	0.12	0.10	201.97
Removal of Sidewalks	4.20	42 Sq. Yd.	0.10	0.10	4.20
Removal of Curbs	3.15	63 Lin. Ft.	0.05	0.05	3.15
4" Drain Pipe	195.83	932.5 Lin. Ft.	0.21	0.25	233.13
8" Drain Pipe	124.74	378 Lin. Ft.	0.33	0.35	132.30
12" Corr. Iron Pipe	253.13	208 Lin. Ft.	1.20	1.30	270.40
Inlets for 4" Drains	164.50	94 Each	1.75	2.00	188.00
Concrete Catch Basins	99.00	6 Each	16.50	25.00	150.00
Brick Drainage Sumps	140.82	18 Lin. Ft.	7.82	6.00	108.00
Concrete Curb & Gutter	1,270.80	1,794.7 Lin. Ft.	0.71	0.90	1,615.23
Portland Cement Concrete Pavement	82,465.01	63,140.62 Sq. Yd.	1.306	1.43	90,291.09
Expansion Joints	1,062.54	6,621.8 Lin. Ft.	0.16	0.15	993.27
Contraction Joints	940.14	31,337.9 Lin. Ft.	0.03	0.02	626.76
Dowels	3,612.15	31,410 Each	0.115	0.12	3,769.20
Tie Bars & Reinf.	1,418.53	32,989.11 Lbs.	0.043	0.045	1,484.51
Sand Cushions	1,314.77	1,694.5 Cu. Yds.	0.776	0.60	1,016.70
4" - 0" Gravel In Subbase and Shoulders	11,412.64	14,087 Cu. Yds.	0.81	0.40	5,634.80

Final Cost Analysis
Milwaukie-Oregon City Section
East Portland-Oregon City Highway

August 28, 1936

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
1¼" - 0" Gravel in Shoulders and Surfacing	$ 2,951.50	1,695 Cu. Yds.	1.74	1.60	$ 2,712.00
3/4" - 0" Screenings	682.00	310 Cu. Yds.	2.20	2.00	620.00
Filler	239.14	357.5 Cu. Yds.	0.67	0.50	178.75
Hauling Filler	119.72	922.25 Yd. Mile	0.13	0.12	110.67
Rock Footpaths	2,817.60	1,174.0 Cu. Yds.	2.40	2.25	2,641.50
*Class "A" Asphaltic Concrete	9,557.50	1,911.5 Tons	5.00	5.00	9,557.50
*Class "B" Asphaltic Concrete	4,600.00	920 Tons	5.00	5.00	4,600.00
Surface Finish Coat	709.33	15,762.8 Sq. Yds.	0.045	0.045	709.33
Driveway Aprons, Conc. PA #1	108.38	8.67 Cu. Yds.	12.50	20.00	173.40
* Class "C" Asphaltic Concrete PA #2	680.00	136 Tons	5.00	5.00	680.00
Precast Inlets PA #4	113.75	91 Each	1.25	1.25	113.75
Force Account Work	785.16				785.16
					$ 134,721.09
Cement Reduction PA #3		1,161.81 Bbls.	1.94		2,253.91
TOTAL	$ 140,723.89				$ 132,467.18

* Subcontracted

Total Cost	$ 140,723.89
Gross Earned	132,467.18
Net Loss	$ 8,256.71

Net Loss Equals 6.2% of Gross Earned

Contract 1745, Prefix 3-1007

DETAILS OF COST

Labor:

Supervision	$ 4,370.00	
Labor	31,164.81	
State Industrial Accident Insurance	2,132.09	
State Unemployment Insurance	228.43	$ 37,895.33

Materials:

Cement	18,704¼ Bbls. at $1.94	36,286.25	
Mineral Agg. for Pavement (at bunker)	16,004¼ Cu. Yds. at .90	14,403.82	
Mineral Agg. for Curb and Gutter	92½ Cu. Yds. at .60	55.50	
" " " " " "	15 Cu. Yds. at .90	13.50	
Dowels (Dipped)	32,100 Each at 0.0871	2,795.91	
Dowel Sleeves	6,420 Each at 0.025	160.50	
Expansion Joints	6,621.8 Lin. Ft. at 0.1275	844.28	
Contraction Joints	31,337.9 Lin. Ft. at 0.0185	579.75	
Tie Bars & Reinf.	32,989.11 Lbs. at 0.0355	1,171.11	
Sand Cushion	1,694.5 Cu. Yds. at 0.25	423.63	
Gravel Subbase (Royalty)	14,087 Cu. Yds. at 0.03	422.61	
Rock in Footpaths	985 Cu. Yds. at 0.80	788.00	
" " "	189 Cu. Yds. at 0.55	103.95	
1¼" - 0" Rock in Shoulders & Surfacing	1,650 Cu. Yds. at 0.80	1,320.00	
" " " " "	45 Cu. Yds. at 0.55	24.75	
3/4" - 0" Screenings	105 Cu. Yds. at 0.80	84.00	
" " "	205 Cu. Yds. at 0.55	112.75	
4" - 0" Base	37½ Cu. Yds. at 0.60	22.50	
Brick for Drainage Sump	3½ M at $10.00	35.00	
Sump Cover	1 at $11.00	11.00	
4" Drain Pipe	932.5 Lin. Ft. at 0.12½	116.56	
8" Drain Pipe	378 Lin. Ft. at 0.24	90.72	
12" Corr. Iron Pipe	208 Lin. Ft. at 0.88	183.04	
12" " " " Bands	7 Each at 1.09	7.63	
Asphalt		23.90	
Catch Basin Grates	2 Each at 9.00	18.00	
" " "	4 Each at 7.00	28.00	
Inlets for 4" Drains	185 Each at $1.25	231.25	60,357.91

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	13,914.15
Hired Trucks	1,225.27
Gas, Oil & Grease	4,509.11
Small Tools & Misc. Supplies	839.60
Supplies for Traffic Control	182.07
Move In & Out	492.23
Lumber (Misc., Forms and Stakes)	1,401.42
Water for Concrete Curing	256.78
Bond	1,169.20
Home Office Expense	2,649.34
Misc. Expense	284.65

Cascade Construction Co. Subcontract

Class "A" Asphaltic Concrete	$ 9,557.50	
Class "B" " "	4,600.00	
Class "C" " "	680.00	
Surface Finish Coat	709.33	
		$ 42,470.65
		$ 140,725.89

Contract 1745, Prefix 3-1007

Concrete Paving Costs

Thickness of Pavement - 9" - 7" - 9"

Width of Pavement - 20'

Paved in 10' Strips

	Cost	Unit Cost per Sq. Yd.
Fine Grade	$ 3,833.48	0.061
Water & Water Pipe	1,000.21	0.016
Ribbons	6,602.75	0.104
Mix Lay & Finish	8,582.69	0.136
Cure	1,911,64	0.030
Clean Up & Tar	205.37	0.003
Cement	36,027.37	0.571
Mineral Aggregate	17,624.37	0.279
Traffic Control	615.99	0.010
Supervision & Overhead	6,061.14	0.096
Total	$ 82,465.01	1.306

Contract 1745, Prefix 3-1007

REMARKS:

Work on this contract was started Sept. 12, 1935 and was completed August 11, 1936.

During the months of Sept. & Oct. 1935, the contractor pushed the excavation and gravel subbase operations, working 2-6 hr. shifts, so that the subgrade would be prepared and in good condition for winter paving. Paving was started Nov. 9th and was carried on until Dec. 17th, then shut down until March 16th. The paving was completed on May 29th. The 4-sack mixer operated a total of 465 hours to lay 63,140.62 sq. yds. of 9" - 7" pavement, an average of 136 sq. yds. per hour. A larger mixer would have made better progress and at less unit expense. During the fall months the mixer was operated only 5 hours per day to allow finishers sufficient time to do the finishing in daylight. When operations commenced after the winter shut-down about five thousand feet of forms and fine grade that had been completed, had to be reconditioned, which added to the expense. During the spring months the weather was quite unsettled.

The cost of excavation is high due to extremely shallow cuts, which slowed up production and required a lot of hand labor. A cat and blade windrowed the material, and then it was picked up with a 1 cu. yd. Skimmer shovel and was either hauled in trucks or was sidecast. Quite a quantity of the sidecase material had to be rehandled. Most of the excavation on shoulders and footpaths was done with hand labor. The excavation cost also includes the shaping, rolling and preparation of subgrade for the placing of gravel subbase.

The 4" - 0" gravel for subbase and shoulders was taken from the Edlefsen-Weygandt pit located about one mile north of the project, an average haul of about 3½ miles. The pit was covered with about 5 feet of overburden, which was stripped and wasted. It contained some oversize which necessitated the use of a grizzly and consequently slowed up production. The operations were quite intermittent, requiring a lot of moving of loading equipment. The bid price of 0.40 per cubic yard (including haul) for the gravel subbase was low. The cost includes stripping of pit, loading, grizzlying, hauling, dumping, spreading, shaping and rolling.

Although the contractor was able to purchase the cement at a low price, the contract was bid too low for winter and spring operation. The asphaltic concrete work was sub-contracted to Cascade Construction Co.

E. H. Clymer
Cost Analyst

By....Henry Jullum

#1745

168-a

August 28, 1936

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on Contract No. 1745 for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County. This payment will be made on or after September 7th, 1936.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

X

168-a

OREGON STATE HIGHWAY COMMISSION

SALEM

August 22, 1936

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Yesterday morning I was talking to Mr. Van Duzer of Inman-Poulsen Company about other matters and he registered a very serious complaint regarding the way in which the construction of the East Portland-Oregon City Highway is being carried on with reference to the Company's property.

Mr. Van Duzer's objection is to the effect that the streets are being torn up on both sides of his property, leaving access over only a portion of the width of the street, with the resulting danger of a blockade of fire-fighting apparatus in the event of an emergency. He stated, and it must be agreed to, that in the event a fire should get started on the mill property a delay of even three to five minutes in the arrival of the fire-fighting apparatus might mean the difference between saving and losing the entire plant.

I have discussed Mr. Van Duzer's statements with Mr. Devers and he has suggested that in view of the fact that Mr. Van Duzer has notified me of his fears the matter should be brought to the attention of the Commission.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson

168-a

August 18, 1936

Mr. E. C. Collier
Highway Division Engineer
7729 S. E. 13th Avenue
Portland, Oregon

Dear Sir:

In reply to your letter of August 15th, this will advise that the final estimates submitted from the field are regularly used as a basis for semi-final payments, in which semi-final payments the retained percentage is reduced to three per cent, and, in some cases, to 1½ per cent, depending upon the amount of money that will be left retained, and upon the probability or possibility of the amount of the final estimate being reduced below the total of the semi-final estimate.

In the case of the Edlefsen-Weygandt semi-final for the Milwaukie-Oregon City Project, the retained percentage will be reduced to 1½ per cent.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

10M 6-36

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Portland, Oregon

Aug. 15, 1936

AUG 16 1936

In Reply Please
Refer to File No.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please advise if we make semi-final payment to contractor when final estimate is sent to Salem office, so that contractor will not have so much money tied up during the period necessary for checking final.

Today we sent in Edlefsen-Weygandt's final for the Milwaukie-Oregon City job and if semi-final payment is not regularly made in such cases, I suggest that it be paid in this case, as it would coincide practically with the regular monthly estimate.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

168-a

August 17, 1936.

Mr. H. G. Smith

We have made an estimate of the cost of lowering the flow line of the 42" concrete pipe on the Milwaukie-Oregon City Section of the super highway in Clackamas County.

It is estimated that the bottom of this pipe can be cut out and the grade line lowered one foot for approximately $800. If it is considered necessary to lower the flow line three feet, our estimate of the cost is $1,870.

Lowering the grade line three feet will necessitate very careful work in order to prevent the cracking of the concrete pipe since a great deal of this extra depth will be in solid rock. The detail of the estimate for lowering the grade line three feet is as follows:

Cutting out pipe, excavating and placing a concrete floor slab, 90 man days at $5.00	$450.00
Compressor operation and rental, 15 days at $12.00	180.00
Chipping hammer rental, and miscellaneous supplies	50.00
Moving equipment on and off job	50.00
Lumber for shoring, lagging, etc. 3 MBM at $30.00	90.00
Additional cost for solid rock	300.00
Concrete walls and spreaders at the bottom of the pipe	750.00
	$1870.00

NOTED
State Highway Engineer

Mr. H. G. Smith, #8 August 17, 1936.

This does not include any excavation above or below the ends of the culvert. It is estimated that a crew of six men should do the work in approximately 20 days.

G. S. Paxson

GSP:AP

cc R. H. Baldock

Form 338—5M—11-35

168 a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 15, 1936, 193

Section Milwaukie - Oregon City

Kind of work Paving

Highway East Portland - Oregon City

Section prefix 3-1007

Contractor Edlefsen - Weygandt Co.

Contract number 1745

Date of contract September 5, 1935, 193

Date of completion August 31, 1936, 193

Date work started September 12, 1935, 193

Estimated date of completion August 11, 1936, 193

Amount of contract $132,710.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $132,467.18

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8461.29, %

Date project was completed August 11, 1936, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract completed on August 11th when Cascade Construction Company, subcontractors, finished cleaning up bituminous material that had been spilled on the concrete.

Final estimate forwarded to the Division office on the 13th.

RECEIVED
AUG 1 1936

Signed F. T. Young

Address Oregon City

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	INTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.4				5.4
Miles partially completed					
Miles completed	5.4				5.4
Total estimated quantities	20,596				63,140
Estimated quantities moved or placed to date	20,596				63,140
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

Clackamas County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clackamas COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

168-a

AUG 1 1936

SALEM
~~Portland~~, Oregon
Aug. 15, 1936.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please advise if we make semi-final payment to contractor when final estimate is sent to Salem office, so that contractor will not have so much money tied up during the period necessary for checking final.

Today we sent in Edlefsen-Weygandt's final for the Milwaukie-Oregon City job and if semi-final payment is not regularly made in such cases, I suggest that it be paid in this case, as it would coincide practically with the regular monthly estimate.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:FB
CC R. H. Baldock ✓

NOTED
State Highway Engineer

FORM

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

168a

OREGON STATE HIGHWAY COMMISSION

~~"SALEM"~~
Portland, Oregon
Aug. 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Mr. Young has submitted and I am inclosing herewith a statement showing quantities required for paving the easterly half of the Portland Electric Power Company's crossing with the East Portland-Oregon City Highway at Jenning's Lodge.

This work was done under State Highway Contract No. 1745 and all quantities involved are included in the final estimate for this contract, which will be submitted in the next few days. Attached also is a sheet showing designations and computation of quantities involved.

Under Public Service Order No. 2018 the cost of paving this crossing is to be paid 50% each by the Electric Company and by the State.

Please prepare and submit suitable bill in the amount of $82.77 to the Electric Company.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 8-A-4 10M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

168

July 9th, 1936

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. B. Eason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

In regard to the opening of the Milwaukie-Oregon City pavement to traffic.

As soon as the black dividing strip is entirely complete, the road may be opened to traffic through its entire length, but stakes and adequate lights must be placed along the east line of the pavement where the shoulder has not been completed and special care taken to see that these stakes, barricades and lights are maintained at all times so that no one will be crowded off the pavement onto the shoulder.

I believe this black strip will be finished Monday night; and therefore, the necessary arrangements should be made to throw the road open to traffic immediately after that time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

168-a B e

June 30, 1936

Mr. W. F. McKenney
4100 S. E. 17th Avenue
Portland, Oregon

Dear Sir:

Responding to your communication of June 25, advise that students of traffic conditions find that it is very dangerous to change from a four-lane to a two-lane road.

The people have been accustomed to making this change at the south city limits of Milwaukie. To make the change at frequent intervals during the construction would cause a great deal of confusion and probably some serious accidents. Furthermore, it is not possible to open up the four-lane road for traffic until the shoulders are completed, otherwise the reckless drivers would run off the edge of the shoulder and wreck themselves.

The contractor will complete the contract on time and the road will be opened up as soon as possible in a very satisfactory condition. I hope that you can bear with us until it is done.

Very truly yours,

State Highway Engineer

RHB:HI

4100 S.E. 17th Avenue,
Portland, Oregon,
June 23, 1936.

Chairman of State
Highway Commission,
Salem, Oregon.

Dear Sir:

The writer resides on the Oatfield Road, south of Oak Avenue, between Oregon City and Portland. I have occasion to drive the Super-Highway at least four times a day and there is a condition which exists on this highway which I would like to draw your attention to.

The pavement on this highway is finished on one side the entire distance and the contractors have been working on the other pavement for the past number of months. The concrete pavement on the east side of the highway between Island Station and Oak Avenue has been completed and this section of the highway could be opened for traffic if the center strip of black-top were finished.

South of Island Station for a distance of about one-half mile there is a long grade and a curve that make a very congested strip of highway and, under the present operating conditions, a very dangerous piece of road. Two people have been killed on this section and several injured in the past six months. Last Sunday evening on my way south, I caught up with the traffic at Island Station and I counted fourteen automobiles following a Shell Oil truck which was making a speed of approximately ten miles an hour up this grade. There was a continuous stream of traffic coming north and it was impossible for any of the vehicles following the oil truck to get by, with the result that I trailed this truck the entire distance from Milwaukie to Oak Avenue.

I understand that the contractor on this piece of road is not obligated to finish this center strip before August 1, and in the meantime this condition will continue. This strip could easily be finished in one or two days and the accident hazard of this long curve and grade could be eliminated. When a condition of this kind exists, I believe the Highway Department could very well allow the contractor on the job any slight additional cost that he would be put to in laying this strip of black-top so that the road could be opened before that date. The pavement proper on this has been finished and could have been used for the last three months.

Less than four weeks ago, in the last accident that occurred at this point, a man was killed. I believe that due to the amount of taxes automobile drivers are paying, a condition such as exists here should be eliminated so as to avoid this hazard and congestion. I know that I speak the thought of every driver who is using this highway when I say we would appreciate very much your consideration to eliminate this condition.

Yours truly,

WFMcKenney

W. F. McKenney.

WFM/MV

168-a

June 30, 1936

Mr. R. H. Baldock
State Highway Engineer
BUILDING

Dear Sir:

I received a complaint over the telephone yesterday from Homer Smith, Salem, that Edlefsen-Weygandt Company are not maintaining sufficient lighting along their construction work between Oregon City and Milwaukie to properly protect the traveling public during hours of darkness, and that as a consequence one Homer Rusch, Independence, ran off the road at 12:15 o'clock a. m. last Saturday night, damaging his car to the extent of $150 to $200.

I also talked with Mr. Rusch. He alleges that he was driving about 40 miles per hour en route from Oregon City to Portland and that his car went off the edge of the pavement and landed in the ditch on the right hand side of the road. In the course of conversation I drew out from him that he was traveling on the new pavement, which I believe has not yet been opened to traffic, and I so informed him.

I believe it is his intention to file a claim against the contractor because there were insufficient lights to properly safeguard traffic.

Very truly yours,

Secretary

HBG:MBL

Camera
Net Cost 80.00
velocity - tried in 81

Homer Smith

Local

Col Olds -
Portland

~~Homer~~ Homer Rusch
Independence

Clackamas Riv Bridge

no lights

to Portland

40/m hr -

12:15 - Sat night -

new pavement

Form 1-2-1 500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

16Ea15

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 14, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

Attention: Mr. H. G. Smith.

Dear Sir:

On the Edlefsen-Weygandt Company contract between Milwaukie and Oregon City, we are using the "A" mix with the rock chips as a parting strip between the two lanes of pavement. This we are laying in two layers, the top layer being one inch thick. We have always had considerable trouble getting a satisfactory job with this specification, the main reason being that the chips are very difficult to get rolled in properly. This is due to the fact that the narrow strip of asphalt is laid very fast and in some instances becomes cold before the chips are laid; also, the chips sometimes get cold themselves.

For this reason, a large amount of rolling is required, which badly deforms the black pavement, and we get considerably more compaction in some places than in others, making the black pavement below the concrete. In other places we get less compaction, which leaves the black pavement higher than the concrete, in which case we get low edges. We have tried several different methods on this, none of which gives a first-class job. In some places it is practically impossible to get these chips rolled in properly, and the first traffic over the nonskid throws the chips all over the pavement and leaves a raw surface. We would get a much better job if the chips were left off entirely.

I would like to suggest that we change this specification to a cutback mix similar to our Fourth Street and Swift Road jobs. This would not require as much rolling, and I am sure the contractors would be in favor of the change. I am sure that we would get a very much better appearing job, and it would actually be better. I would like your opinion of this change before anything is said to the Bureau of Public Roads or the contractor regarding the change.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock

FORM 5-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 12, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Salem, Ore.

RE-Shrubs removal at Abernathy
Bridge, Oregon City Super Hwy.

Dear Sir:

The shrubs at the North end of the Abernathy Bridge were moved last Fall as per your request. However I checked the work last Saturday and was assured by the superintendent that no shrubbery interfered with their re0 quired forms. Accordingly I checked back at the Oregon City office today and found out that no recent changes had been ordered. The shrubs are easily 33' away from the center line at the closest point, and since the plans call for a distance of 34'6" from the center line to the outside edge of the sidewalk, I see no reason for making any further removal at this time.

The red cedar referred to by Mr. F. T. Young, I presume is the large California Redwood tree whose low hanging branches need trimming. I shall attend to this as soon as Mr. Bramwell returns from Pendleton.

Assuring you that we have removed early last Fall all the shrubs we felt were required to be moved as shown by the plans, I remain,

Yours very truly,

GEO. H. OTTEN,
Landscape Engineer.

GHO/H
CC to
R.H. Baldock ✓
H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. F.A.P. 168-A, ~~B & C~~

RECEIVED
MAY [illegible] 1936
STATE HI[illegible]

May 8, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tom

Oregon Federal Aid Project No. 168,
Section A.

Appr 9936

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 4, 1931, by the State Highway Commission of Oregon, and on June 23, 1931, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 168, Section A; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 4.053 miles of graded road, in Clackamas County, for which the estimate approved was $78,463.11, and $39,231.55 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $82,057.37, and voucher in the sum of $39,231.55 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for including the former exception between survey stations 105+00 and 146+00, thereby increasing its length from 4.053 miles to 4.829 miles, and to provide for the construction of a Portland cement concrete pavement and a rock-surfaced footpath between survey stations 53+00 and 305+00, at an estimated cost of $128,356.77; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $82,067.37 to $210,414.14, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $39,251.56 to $117,529.17:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of one hundred seventeen thousand, five hundred twenty-nine and 17/100 dollars ($117,529.17), as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 53+00 in the SE 1/4 of Sec. 19, T. 2 S., R. 2 E., W.M., and survey station 308+00 in the E. 1/2 of Sec. 35, T. 1 S., R. 1 E., W.M., length 4.829 miles, in Clackamas County, being Section A of Oregon Project No. 168, consisting of 4.829 miles of roadway and no bridges of more than 20 feet clear span, known locally as the Milwaukie - Oregon City Section of the East Portland - Oregon City Highway."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred seventeen thousand, five hundred twenty-nine and 17/100 dollars ($117,529.17), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred ten thousand, four hundred fourteen and 14/100 dollars ($210,414.14), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the 25th day of February, 1936, and the Secretary of Agriculture on the 27th day of April, 1936.

STATE HIGHWAY COMMISSION OF OREGON

By ______________________
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F J Sonville
Member, State Highway Commission.

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project
No. 168, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 168-A, State of Oregon.

In lieu of the previous actual payment of $57,251.55,

Second. That in accordance with said provisions I have approved the sum of $ 210,414.14 as the total estimated cost of said project, and the sum of $ 117,529.17 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 27th day of April one thousand nine hundred and thirty-six

Secretary of Agriculture,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934

COST [illegible]SIS TO APRIL 15th, 1936 April 23, 1936

East Portland- Oregon City Highway, Milwaukie - Oregon City Section
Concrete Paving Contract 1745, Prefix 3-1007
Edlefsen-Weygandt, Contractors
F.T.Young, Resident Engineer

NOTED

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS EARNED
Clearing and Grubbing	31.07	All			100.00
Trench Excavation	40.44	37 C Y	1.09	0.70	25.90
Excavation, Single Class	6840.29	1400 C Y	0.49	0.20	2800.00
Truck Haul	766.01	4322 Yd Miles	0.18	0.12	518.64
Removal of Old Pavement	70.81	882 Sq Yd	0.08	0.10	88.20
8" Drain Pipe	42.98	129 Lin Ft	0.33	0.35	45.15
Brick Drainage Sumps	140.82	19 Lin Ft	7.41	6.00	144.00
Portland Concrete Pavement	47839.20	36840 Sq. Yd	1.30	1.43	52681.20
Expansion Joints	517.80	3680 Lin Ft	0.14	0.15	552.00
Contraction Joints	552.60	18420 Lin Ft	0.03	0.02	368.40
Dowels	2082.26	18420 Each	0.113	0.12	2210.40
Tie Bars & Reinforcing Steel	790.08	18374 Lbs.	0.043	0.045	826.83
Sand Cushion	776.87	1020 C Y	0.76	0.60	612.00
4"-0" Gravel in Subbase & Shldrs	9264.01	11117 C Y	0.83	0.40	4446.80
1¼"-0" Rock in Shldrs & Surf.	45.00	30 C Y	1.50	1.60	48.00
Cement Adjustment (Save 945 Bbls. at $1.94)			Deduct		(1833.30)
Total	69800.24				63634.22

Total Cost	69,800.24
Gross Earned	63,634.22
Net Loss	6,166.02

Net Loss Equals 9.7% of Gross Earned

11x2Be

73

COST YSIS TO APRIL 15th, 1936 April 23, 1936

NOTED
Highway Engineer

East Portland- Oregon City Highway, Milwaukie - Oregon City Section
Concrete Paving Contract 1745, Prefix 3-1007
Edlefsen-Weygandt, Contractors
F.T.Young, Resident Engineer

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS EARNED
Clearing and Grubbing	31.07	All	.		100.00
Trench Excavation	40.44	37 C Y	1.09	0.70	25.90
Excavation, Single Class	6840.29	1400 C Y	0.49	0.20	2800.00
Truck Haul	766.01	4322 Yd Miles	0.18	0.12	518.64
Removal of Old Pavement	70.81	882 Sq Yd	0.08	0.10	88.20
8" Drain Pipe	42.98	129 Lin Ft	0.33	0.35	45.15
Brick Drainage Sumps	140.82	19 Lin Ft	7.41	6.00	144.00
Portland Concrete Pavement	47839.20	36840 Sq. Yd	1.30	1.43	52681.20
Expansion Joints	517.80	3680 Lin Ft	0.14	0.15	552.00
Contraction Joints	552.60	18420 Lin Ft	0.03	0.02	368.40
Dowels	2082.26	18420 Each	0.113	0.12	2210.40
Tie Bars & Reinforcing Steel	790.08	18374 Lbs.	0.043	0.045	826.83
Sand Cushion	776.87	1020 C Y	0.76	0.60	612.00
4"-0" Gravel in Subbase & Shldrs	9264.01	11117 C Y	0.83	0.40	4446.80
1¼"-0" Rock in Shldrs & Surf.	45.00	30 C Y	1.50	1.60	48.00
Cement Adjustment (Save 945 Bbls. at $1.94)				Deduct	(1833.30)
Total	69800.24				63634.22

Total Cost	69,800.24
Gross Earned	63,634.22
Net Loss	6,166.02

Net Loss Equals 9.7% of Gross Earned

East Po[illegible]d - Oregon City Highway, Mil[illegible]le - Oregon City Section
Concrete Paving Contract 1745, Prefix [illegible]-1007
Edlefsen-Weygandt, Contractors,
F T Young, Resident Engineer

DETAILS OF COST

Labor:

Supervision	1231.37	
Labor	17955.76	
State Industrial Accident Insurance	1151.22	
		20338.35

Materials:

Cement	10559¼ Bbls	at	$1.94 Net	20484.95	
Mineral Aggregate(at Bunker)	9339 C Y	at	0.90	8405.10	
Dowels (Dipped)	18420 Each-	at	0.0871	1604.38	
Dowel Sleeves	3720 "	"	0.025	93.00	
Expansion Joints	3680 Lin Ft	"	0.1275	469.20	
Contraction Joints	18420 " "	"	0.0185	340.77	
Tie Bars & Reinforcement	18374 Lbs.	"	0.0355	652.27	
Sand Cushion	1020 C Y	"	0.25	255.00	
Gravel Subbase (Royalty)	11117 C Y	"	0.03	333.51	
1¼" Rock in Surf & Shldrs	30 C Y	"	0.80	24.00	
Brick for Drainage Sumps	3½M	"	10.00	35.00	
Sump Cover	1 only	"	11.00	11.00	
8"Drainage Pipe	129 Lin Ft	"	0.24	30.96	
Asphalt				25.90	
					32765.04

Equipment Rental, Misc. Supplies, Etc.

Equipment Rental	8121.15	
Hired Trucks	1225.27	
Gas, Oil, and Grease	2521.33	
Small Tools, and Misc. Supplies	705.88	
Supplies for Traffic Control	182.07	
Move In and Out	559.27	
Lumber (Misc., Form, and Stakes)	985.42	
Water for Concrete and Curing	316.78	
Misc. Expense	117.65	
Bond (1% of Gross Earned)	654.68	
Home Office Expense (2%of Gross Earned)	1309.35	
		16698.85
TOTAL COST		69800.24

East Portla[illegible] Oregon City Hwy., Milwaukie [illegible]egon City Section

REMARKS:

Work was started on this contract Sept. 12, 1935, and to April 15, 1936, was about 50% complete. During the months of Sept. and Oct. the contractor pushed the excavation and gravel subbase, working two six-hour shifts per day, so that subgrade would be prepared and in good condition for winter paving.

The cost of excavation is high due to shallow cuts, which slowed up production. A cat and blade windrowed the material and then it was picked up with a 1 yd. skimmer shovel and hauled in trucks, or was sidecast. The 14,000 cu. yds. was excavated in 321 hours, an average of only 43 cu. yds. per hour operating time. Some of the 3,000 cu. yds. sidecast will have to be rehandled without additional pay. The excavation cost includes the shaping, rolling, and preparation of subgrade for the placing of gravel, and also includes the cost of the drainage of subgrade.

The 4"-0" gravel for subbase was hauled from the Edlefsen-Weygandt pit, located about one mile north of the job, an average haul of about 3½ miles. The pit was covered with about five feet of overburden, which was stripped and wasted. It contained considerable oversize, which necessitated the use of grizzly, and consequently slowed up production. A ¾ cu. yd. shovel, averaging about 45 cu. yds. per hour, dumped the gravel on the grizzly mounted above a hopper; the oversize was wasted. Enough yardage to finish the job has been conveniently stockpiled within the pit; the cost of this has not been separated. The bid price of $0.40 per cubic yard (including haul) for gravel subbase was too low. The cost includes loading, grizzling, hauling, dumping, spreading, shaping, and rolling.

Paving was started Nov. 9th, and was carried on till Dec. 17th, and then shut down till March 16th. Up to April 15th, the 4-sack mixer has operated a total of 273½ hours, to lay 36840 square yards of 9"-7" pavement, an average of 135 sq. yds. per hour. A larger mixer would make better progress at less unit expense. During the Fall months, the mixer and finishing machine were operated only 5 hours per day to allow finishers sufficient time to finish before dark. When operations commenced after the winter shutdown, a few thousand feet of forms and fine grade had to be reconditioned, which added to the expense. At the present time the operations are going along nicely.

The job shows a loss at present, but will probably break fairly close to even at completion, as the items showing a loss are nearly completed.

E H Clymer, Cost Analyst,

by Henry Jullum

FORM 5-B-1 1M 11-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

168aEC

April 11, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

I have a letter from Mr. Glaisyer to yourself concerning the lowering of the tunnel near Jennings Lodge, and an Extra Work Order signed by yourself for $2,070.00. This order contemplated the lowering of this culvert before the second lane of concrete was built.

This was taken up at the Commission meeting on March 12, and it was decided to lower this culvert without making an open cut through the fill. At that time there was considerable water running in the culvert, which is also the case now. This work, therefore, can be done much more cheaply in the middle of the summer when the creek is nearly dry.

I will, therefore, change this order from a force order to an order for state force work on a contract project, but this work can not be done until probably July or August.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:AM
cc H. G. Smith

NOTED
State Highway Engineer

-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 6, 1936

IN REPLY PLEASE
REFER TO FILE NO.
3-28

RECEIVED
AP [illegible]
OFFICE OF
DIVISION ENGINEER
DIVISION NO 1

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission had under consideration at its March 12 meeting the matter of lowering a certain culvert on the East Portland-Oregon City Highway near Jennings Lodge so the culvert can be used to drain adjacent private property. The Commission finally decided to lower this pipe in the event that the previous record on this subject reveals that the Commission told the adjacent property owners that this would be done by the State. I have checked up in the records and find that on November 30 Mr. Johnson came before the Commission in regard to this matter and he was told at that time that the State would lower this pipe at State expense.

Yours very truly,

H B Glaisyer

Secretary

HBG:MC

cc - W. E. Chandler

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

April 11, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir:

Pursuant to our conversation regarding the maintenance of shrubs along Barbour Blvd., and the Super Highway in Multnomah County.

Mr. Roth has agreed to let me withdraw suitable W.P.A. laborers from the Canyon Road job as may be needed.

I am to make up a project for approval however, but the above arrangement if not countermanded would allow us to start the spring cultivation this coming week.

I cannot get permission to go into Clackamas County.

Yours very truly,

Geo. H. Otten,
Landscape Engineer.

GHO/H

CC to
R.H. Baldock

FORM 2-A-1 10M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

168-a

April 2, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention - Mr. J. N. Bishop
Maintenance Engineer.

NOTED
State Highway Engineer

Dear Sir:

Mr. Otten has handed me for reply a copy of a letter addressed to you from Mr. J. H. Bishop dated March 31, regarding maintenance of plant materials on the East Portland-Oregon City Highway and Barbur Blvd.

The requested maintenance will cost $1,000 per year per mile or less for the first two years only. Depending on the condition of the plants at the end of the second summer's maintenance, it may be determined that a small amount of cultivation and watering will be needed the third summer. After this period when the plants are becoming established, maintenance should resolve itself into pruning. I have talked this over with Mr. Chandler, and he understood at the time the planting work was going on, that this is what would be needed in the way of plant maintenance.

If I may be permitted to do so, I would like to correct Mr. Bishop's source of information that approximately 40% loss on plants was taken the first year. I have at hand quite accurate figures on the number of plants planted and the loss taken the first year on the East Portland-Oregon City Section from Oregon City to 17th and Schiller.. 11,927 trees, shrubs and vines were planted, of these 1,296 were replaced, or 10.866%. Plantings on Barbur Blvd. were in about the same proportion. This loss approximates the normal expectancy.

Under an agreement made with Mr. Boardman some time ago, the City of Portland is to maintain all materials within their City Limits. This includes the super highway from 17th & Schiller to the City Limits and Barbur Blvd., from Sheridan St. to the City Limits.

CC to J. N. Bishop
W. E. Chandler
Geo. H. Otten

Sincerely yours,

David E. Thompson

DAVID E. THOMPSON,
Resident Engineer.

FORM S-8-1 ... 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

168-aBC

March 31, 1936.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Herewith a letter from the Ellefsen-Weygandt Co., asking for a permit to move a tool box of the trailer type. I am advised that this tool box weighs about 1,100 pounds, has solid tires and is not in excess of 8 feet in width.

The State Police have requested that the contractor have a permit to move this on the highway from place to place in connection with their work. I presume this is due to the solid tires. I recommend that they be given this permit at once.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

WEC:AM
cc R. H. Baldock

Note: Milwaukie-Oregon City Section of East Portland-Oregon City Highway, Clackamas County, 5.4 miles paving, Contract No. 1745.

TED

Form 39—21763—6M—5-35

168-A

ORE[illegible] STATE HIGHWAY DEPARTME[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date February 8, 1936

Job name Milwaukie - Oregon City Section

Week from Feb. 2 **to** Feb. 8, 1938

Mail address Jennings Lodge

Highway East Portland - Oregon City Hwy

Telegraph or telephone address

County Clackamas **Job Prefix** 3-1108

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday :- Started to stake and tie newly planted trees.

Tuesday :- All new trees staked and tied, and old stakes and bindings checked and some replaced.

Wednesday :- Men doing spading and cleanup work while waiting for additional plant materials to be delivered.

Thursday :- Layed off today — no nursery stock.

Friday :- Layed off again — too cold to move nursery stock.

Signed F. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Form 30—21762—4M—5-35

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday	Fair	Fair
Monday	Cloudy	Fair
Tuesday	"	"
Wednesday	"	"
Thursday	Rain	Cloudy
Friday	Cloudy	Fair
Saturday	"	Cloudy

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

Form 20—21763—6M—5-35

168-a

ORE STATE HIGHWAY DEPARTME

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date February 1, 1936

Job name Milwaukie - Oregon City Sec.

Week from January 26 to February 1, 1936

Mail address Jennings Lodge

Highway East Portland - Oregon City Highway

Telegraph or telephone address

County Clackamas Job Prefix S-1102

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Tuesday :— Planted 12 trees, 33 shrubs, 10 vines

Wednesday :— Planted 8 Trees and 4 shrubs.

Thursday :— Planted 19 trees, 17 shrubs, 32 vines

Friday :— Planted 13 Trees, 20 shrubs, 16 vines.

Signed J. F. Riley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday	Cloudy	Cloudy
Monday	Fair	"
Tuesday	"	Fair
Wednesday	"	"
Thursday	"	"
Friday	"	"
Saturday	"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

Form 39—21763—6M—5-35

168-a

ORE[illegible] STATE HIGHWAY DEPARTME[illegible]

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date January 25, 1936

Job name Milwaukie-Oregon City Sec.,

Week from Jan. 19 *to* Jan 25, 1936.

Mail address Jennings Lodge.

Highway East Portland-Oregon City

Telegraph or telephone address

County Clackamas *Job Prefix* 3-1102

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday:— Started pulling dead plants and enlarging holes in preperation for planting.

Tuesday:— Beginning at North end of job (Sta. 307) planted 25 trees and 10 shrubs to station 219.

Wednesday:— Planted 26 trees, 3 shrubs, and 350 vines between Stations 219 and 123.

Thursday:— Planted 109 vines.

Saturday:— Office work — weekly reports.

Signed J. F. Risley

Title Timekeeper

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEAT[illegible]NDITIONS A. M.	P. M.
Sunday . . .	Rain	Cloudy
Monday . . .	Pt. Cloudy	Pt. Cloudy
Tuesday . . .	Fog	Fog
Wednesday . .	"	"
Thursday . .	"	"
Friday . . .	"	Fair
Saturday . . .	Fair	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of s[illegible]on to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

168-A

December 27, 1935

Mr. E. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North and Middle Units, Milwaukie-Oregon City Section, Project No. 168-A.

In connection with the construction of footpaths on this project it would appear that credit should be taken for this work as roadside improvement. We have, accordingly, set this work up in the agreement estimate on this basis and are, likewise, sending, under separate cover, five blueprint copies of the plan summary sheet revised to show this segregation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department | Federal Aid Project No. 168-A

NORTH & MIDDLE UNITS, MILWAUKIE-OREGON CITY SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, December 6, 1935

COMPLETED FEDERAL AID WORK

Total Cost	$ 201,552.47
Total Federal Aid Paid	$ [illegible]
Total Emergency Advance Funds Paid	$ [illegible]
Total Emergency Construction Funds Paid	$ 82,483.[illegible]
Length of Project	4.829 miles

OTHER FEDERAL AID WORK UNDER CONSTRUCTION

Total Estimated Cost	$ 8,884.35
Estimated NRH Funds	$ 8,884.35
Length	4.829 miles

NEW WORK

Concrete Pavement (Sta. 53+00 to Sta. 305+00)

All Required		Clearing and Grubbing		$ 80.98
160	cu. yds.	Trench Excavation	$ 0.70	112.00
20,300	cu. yds.	Excavation, Single Classification	0.20	4,060.00
3,400	yd. mi.	Truck Haul	0.12	408.00
1,340	sq. yds.	Removal of Old Pavement	0.10	134.00
50	sq. yds.	Removal of Sidewalks	0.10	5.00
60	lin. ft.	Removal of Curb	0.05	3.00
70	lin. ft.	4" Drain Pipe	0.25	17.50
80	lin. ft.	6" Drain Pipe	0.35	28.00
300	lin. ft.	12" Corr. Iron Pipe	1.30	390.00
10	lin. ft.	18" Concrete Pipe	1.90	19.00
10	only	Inlets for 4" Drains	2.00	20.00
2	only	Concrete Catch Basins	25.00	50.00
30	lin. ft.	Brick Drainage Sumps	6.00	180.00
2,000	lin. ft.	Concrete Curb and Gutter	0.90	1,800.00
56,200	sq. yds.	Portland Cement Concrete Pavement	1.43	80,366.00
5,800	lin. ft.	Expansion Joints	0.15	870.00

28,400	lin. ft.	Contraction Joints	$ 0.02	$ 568.00
28,400	only	Dowels	0.12	3,408.00
22,500	lbs.	Tie Bars and Reinforcement	0.045	1,012.50
2,350	cu. yds.	Sand Cushion	0.60	1,410.00
11,500	cu. yds.	4" - 0" Gravel, Subbase and Shoulders	0.40	4,600.00
1,400	cu. yds.	1¼" - 0" Gravel, Subbase and Shoulders	1.60	2,240.00
200	cu. yds.	¾" - 0" Screenings	2.00	400.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.12	24.00
1,455	tons	Class "A" Asphaltic Concrete	5.00	7,275.00
700	tons	Class "B" Asphaltic Concrete	5.00	3,500.00
12,200	sq. yds.	Surface Finish Coat	0.045	549.00
			Subtotal	$ 113,637.98
			10% Engr. & Cont.	11,363.79
			Total	$ 125,001.77

Length 4.772 miles
Cost per mile $ 26,194.83

Roadside Improvement

600	lin. ft.	4" Drain Pipe	$ 0.25	$ 150.00
100	only	Inlets for Four Inch Drains	2.00	200.00
1,200	cu. yds.	Rock Footpaths	2.25	2,700.00
			Subtotal	$ 3,050.00
			10% Engr. & Cont.	305.00
			Total	$ 3,355.00

Length 4.772 miles
Cost per mile $ 703.05

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid	State Funds
Roadwork	$ 125,001.77	$ 76,251.07 (61%)	$ 48,750.70
Roadside Improvement	3,355.00	2,046.55 (61%)	1,308.45
	$ 128,356.77	$ 78,297.62	$ 50,059.15

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

Baldock

168 a 13 c

COST ANALYSIS TO DECEMBER 1, 1935

December 13, 1935

East Portland-Oregon City Highway, Milwaukie-Oregon City Section
Concrete Paving, Contract 1745, Prefix 3-1007
Edlefsen-Weygandt, Contractors
F. T. Young, Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clearing & Grubbing	$ 31.07	All	- -	- -	$ 100.00
Trench Excavation	18.44	12 Cu.Yd.	1.53	0.70	8.40
Excavation Single Class	6,542.78	14,000 " "	0.47	0.20	2,800.00
Truck Haul	766.01	4,322 Yd.Mi.	0.18	0.12	518.64
Removal Old Pavement	70.81	882 Sq.Yd.	0.08	0.10	88.20
8" Drain Pipe	42.96	129 L.F.	0.33	0.35	45.15
Portland Concrete Pavement	11,143.17	9,016 Sq.Yd.	1.236	1.43	12,892.88
Expansion Joints	135.83	954 L.F.	0.14	0.15	143.10
Contraction Joints	112.94	4,585 " "	0.025	0.02	91.70
Dowels	513.25	4,570 " "	0.112	0.12	548.40
Tie Bars & Reinforcement	358.28	8,258 Lbs.	0.043	0.045	371.61
Sand Cushion	169.87	233 Cu.Yd.	0.73	0.60	139.80
4"-0" Gravel in Subbased Shoulders	7,335.97	9,122 " "	0.80	0.40	3,648.80
Cement Adjustment Saved 130 Bbls. at $1.85				Deduct	- $240.50
TOTAL	$27,241.38				$21,156.18

Total Cost	$27,241.38
Gross Earned	21,156.18
Net Loss	$6,085.20

Net Loss Equals 28.8% of Gross Earned

NOTE: Quantities estimated as of December 1st.

COST ANALYSIS TO DECEMBER 1, 1935

December 13, 1935

East Portland-Oregon City Highway, Milwaukie-Oregon City Section
Concrete Paving, Contract 1745, Prefix 3-1007
Edlefsen-Weygandt, Contractors
F. T. Young, Resident Engineer

DETAILS OF COST

Labor:

Supervision		$579.62	
Labor		8,910.27	
State Industrial Accident Insurance		569.40	
			$10,059.29

Materials:

Contraction Joints	4585 Lin. Ft.	at $0.01½	68.78	
Expansion Joints	954 " "	" 0.11½	109.71	
Dowels (Dipped in Redhead)	570	" 0.09	411.30	
Dowell Sleeves	914	" 0.02½	23.85	
Mineral Aggregate (at Bunker)	2285.4 CU.YD.	" 0.65	1,485.51	
Cement	2653½ Bbls.	" 1.85 Net	4,908.98	
Tie Bars & Reinforcement	8258 Lbs.	" 0.03½	289.03	
Sand Cushion	233 Cu. Yd.	" 0.25	58.25	
8" Drain Tile	129 Lin. Ft.	" 0.24	30.96	
Gravel Subbase (Royalty)	9122 Cu. Yd.	" 0.03	273.66	
				$7660.03

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$5,006.35	
Gas, Oil & Grease	1,447.10	
Hired Trucks	1,225.27	
Move In & Out	267.00	
Supplies for Traffic Control	123.35	
Lumber, Paint & Stakes	273.66	
Form Lumber	100.00	
Small Tools & Miscellanous	343.05	
Water for Concrete & Curing	79.61	
Bond 1 % of Gross Earned	218.89	
Home Office Expense 2% of Gross Earned	437.78	
		$9,522.06
TOTAL COST		$27,241.38

East Portland-Oregon City Highway, Milwaukie-Oregon City Section
Concrete Paving, Contract 1745, Prefix 3-1007
Edlefsen-Weygandt, Contractors
F. T. Young, Resident Engineer

REMARKS:

Work was started on this contract September 12, 1935, and to December 1[illegible], was about 17% complete. During the months of September and October the contractors pushed the ex cavation and gravel subbase, working two six-hour shifts per day, so that the subgrade would be prepared and in good condition for winter paving.

The cost of excavation is high due to shallow cuts which slowed up production. A cat and pull blade windrowed the material and then it was picked up with a 1¼ Yd. Skimmer Shovel and hauled away in trucks or was side cast. The 14,000 Cu. Yds was excavated in 321 hours, an average of only 43 Cu. Yd. per hour shovel operating time. Some of the 3,000 Cu. Yds. side casted will have to be rehandled without additional pay. The excavation cost includes the shaping, rolling and preparation of subgrade for the placing of gravel.

The 4" - 0" gravel for subbase was hauled from the Edlefsen-Weygandt pit located one mile north of this job; average haul was about 3½ miles. The pit was covered with about five feet of over burden which was stripped and wasted. The pit contains a considerable quantity of oversize, and it was necessary to use a grizzly which slowed up production. A 1¼ Yd. shovel, averaging about 50 Cu. Yds. per hour, dumped the gravel into the grizzly which was mounted above a hopper; the oversize was wasted. The bid price $0.40 per Cu. Yd. for gravel subbase was too low. The cost includes loading, grizzling, hauling, dumping, spreading, shaping and rolling.

Paving was started November 9th, and to December 1st, the 4-sack mixer had operated 70 hours, to lay 9,016 Sq. Yds. of 9"-7" pavement, an average of 129 Sq. Yds. per hour. A larger mixer would make better progress at less expense. Due to short days the mixer and finishing machine were operated only 5 hours per day, which allowed finishers sufficient time to finish before dark. The short shift was found too expensive, and a lighting system was installed so that after December 1st, the mixer will be operated 8 hrs. per day (7:30 A.M. to 3:30 P.M.), and the finishers can finish under artificial light.

The cost of paving is low due to low prices of cement and aggregate.

The job shows a loss at present, but will probably show a small profit at time of completion as the paving which represents 70% of the job is showing a good profit.

E. H. Clymer, Cost Analyst

By Henry Jullum.

November 15, 1935

Mr. J. G. Johnson
Jennings Lodge, Oregon

Dear Sir:

With reference to your communication of October 3, concerning a culvert across the super highway at Boardman Avenue in the Jennings Lodge District, I refer you to a report by Wm. E. Chandler, our Division Engineer, copy of which is attached.

I am not able, on the basis of the information, to recommend to the Commission that we lower this culvert. It has been the fixed policy of the Commission for many years to place their structures to agree with conditions at the time of construction but to refuse to make changes to agree with changes by property owners.

The Commission meet at Portland on November 30. If you care to present your case before them, please feel free to do so. Advise this office and we will arrange an appointment.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1680[illegible]

November 4, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Frank T. Young
Resident Engineer
Oregon City, Oregon

NOTED

Dear Sir:

The Johns-Mansville Company wishes to place two samples of their latest type cork self-expanding joint in the Milwaukie-Oregon City section. They will furnish these samples to the contractors, Edlefsen-Weygandt, and you are requested to see that they are laid with special care in order that the top of the material will be placed as nearly flush with the pavement as possible.

This is a new type of joint recently put out by the Johns-Mansville people, which is supposed to compress and expand without distortion and give an absolute seal.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 10819" 10M 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

W. B. BLAKEYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October
16th
1935

Mr. H. R. Wakeman
Superintendent of Distribution
Portland General Electric Co.
621 S. W. Alder Street
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

This will acknowledge receipt of your letter quoting the estimated cost of re-arranging the Neon signs at Jennings Lodge.

This plan would mean the use of an additional sign which would bring the total cost to approximately $575. This appears to be quite high and I think that we could probably obtain better protection at lower cost by installing two new Neon signs, one each side and well in advance of the crossing and then illuminate the crossing by flood lights installed on poles adjacent to the crossing.

Mr. Baldock is out of the city until the end of the week. As soon as he returns, will lay the matter before him and will then communicate with you further. The present inclement weather may delay the contractor for a considerable length of time and for that reason it may not be possible to re-arrange the signing at the crossing as soon as we expected.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

JB/er
By

John
Traff [illegible] r

cc R. H. Baldock
Wm. E. Chandler
F. D. Mason

FORM 5-K-1 1500 8-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

168a

October 7, 1935

[illegible]
State Highway Engineer

Mrs. Elsie Millis
Oak Grove, Oregon

Dear Madam:

We have your letter of September 27th relative to a caretaker for the house and surrounding ground located across from the station at Jennings Lodge on the Super-Highway in Clackamas County.

The County Court of Clackamas County acquired the right of way for the East Portland-Oregon City Highway at this point, and if in any of the right of way settlements a house and surrounding ground was taken in this vicinity we have received no advice thereof from the County. To the best of our knowledge all that was acquired was the standard right of way width.

We consider it improbable that the property in question is owned either by the State or by Clackamas County, but if you desire to pursue the matter further we would suggest that you address a communication to Honorable W. O. Vaughn, County Judge, Oregon City, Oregon.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Honorable W. O. Vaughn,
County Judge,
Oregon City, Oregon
cc Mr. R. H. Baldock

168a

October 1, 1935

Mr. Shirley Buck
Box 4187
Portland, Oregon

Dear Sir:

Responding to your communication of September 24, I wish to assure you that we will not build this sidewalk along the super highway south of Milwaukie any higher than is absolutely necessary.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Eason

RECEIVED
SEP 25 1935
OREGON

Box 4137,
Portland, Ore.,
September 24, 1935.

Mr. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am much pleased with your adding two lines of pavement to the super highway south of Milwaukie, but am quite concerned over the apparent intention of construction of an elevated sidewalk or path immediately in front of my house which is considerably below the level of the road--not through anybody's fault, but because the road was built on a higher level than the survey stakes showed when I moved my house off the right-of-way.

I can understand why banking in front of my house is necessary, but I hope you will see that it is held down to minimum requirements.

Very truly yours,

Shirley Buck

Shirley Buck.

168aBc

October 1, 1935

Mr. Thomas Pumfrey
Chief Engineer, Railways
Portland Electric Power Company
Portland, Oregon

Dear Sir:

I have your letter of September 19th with respect to the additional construction of the Jennings Lodge crossing due to the pavement widening of this section of the Super Highway. The P.U.C. Order No. 218 provides as follows:

> It was mutually agreed by the parties hereto that each will bear one-half of the expense incurred in paving the intersection area of this crossing and one-half of the expense of installation of necessary protective devices, the said respondent, Pacific Northwest Public Service Company, to care for the maintenance of such protective devices, the paving in the area between its tracks and for eighteen inches on each side thereof and to maintain its signs along its tracks.
>
> That the said application should be granted upon the following terms and conditions:
>
> That the proposed crossing be constructed in a good and workmanlike manner, the area between the said tracks to be paved with cement, concrete blocks, bituminous or some other equably durable and lasting type of pavement to be determined and agreed upon by these parties; that the approaches thereto be constructed level with the rails for the full width of the roadway and that said crossing be equipped with crossing signs and advance warning signs of the usual standard and design;
>
> That as a necessary warning and protection to travelers approaching this crossing there should be installed two automatic electric signal devices, one on each side of the hi hway, at a suitable distance from said crossing, each such device to consist of a swinging arm, bell and flashing light attachment;
>
> That the cost [illegible]struction and maintenance of said proposed crossing, together with the [illegible] of installation and maintenance of the necessary protective dev[illegible] be assumed as agreed upon between the said applicant and said railw[illegible]mpany.

In accordance therewith the State Highway commission does hereby authorize you to move the railroad crossing sign and the wig-wag signals as per your estimate submitted. Half the cost of such work will be paid by the state.

The matter of moving the neon sign will be taken up with Mr. Wakeman by our Traffic Engineer and arrangements made for the proper re-vamping of the same.

All the other items listed in your estimate are matters of concern to the P.E.P. Company. Whether new ties, rails, ballast, etc., are needed, is for your decision, since the P.U.C. order specifically provides for the maintenance of the main crossing area by the P.E.P. Company. One-half the cost of the crossing pavement as provided in the order will be billed to your company when same is complete.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

cc H.G. Smith
J.M. Devers
J. Beakey
W.B. Chandler
F. T. Young

It was mutually agreed by the parties hereto that each will bear one-half of the expense incurred in paving the intersectional area of this crossing and one-half of the expense of installation of necessary protective devices, the said respondent, Pacific Northwest Public Service Company, to care for the maintenance of such protective devices, the paving in the area between its tracks and for eighteen inches on each side thereof and to maintain its signs along its tracks.

Based upon the testimony and entire record herein and from a personal inspection of the site of the proposed crossing, the commission makes and enters its findings as follows:

FINDINGS

That the proposed crossing will not be unduly hazardous and any crossing other than at grade would be impracticable and prohibitively expensive;

That the said application should be granted upon the following terms and conditions:

> That the proposed crossing be constructed in a good and workmanlike manner, the area between the said tracks to be paved with cement, concrete blocks, bituminous or some other equably durable and lasting type of pavement to be determined and agreed upon by these parties; that the approaches thereto be constructed level with the rails for the full width of the roadway and that said crossing be equipped with crossing signs and advance warning signs of the usual standard and design;
>
> That a number of trees adjacent to said crossing and tending to obstruct the view thereof be removed and/or trimmed and that the speed of trains over such crossing be limited to a maximum of ten miles per hour;
>
> That as a necessary warning and protection to travelers approaching this crossing there should be installed two automatic electric signal devices, one on each side of the highway, at a suitable distance from said crossing, each such device to consist of a swinging arm, bell and flashing light attachment;
>
> That the cost of construction and maintenance of said proposed crossing, together with the cost of installation and maintenance of the necessary protective devices, be assumed as agreed upon between the said applicant and said railway company.

ORDER

ORDERED THEREFORE that the application of Oregon State Highway Commission for permission to construct and maintain the crossing at grade, hereinbefore specifically designated and described, be and it hereby is granted in accordance with the foregoing findings, which said findings by this reference are made a part hereof.

ORDERED FURTHER that the cost of establishment of the said proposed crossing, as well as all other cost incidental to the installation of protective devices, be paid for in accordance with the agreement between these parties as aforesaid.

Dated at Salem, Oregon, this 16th day of March, 1932.

CHARLES M. THOMAS
Commissioner of Public Utilities
of Oregon

ATTEST:

HERBERT H. HAUSER

Secretary

Mr. Easom

P.U.C. OREGON ORDER NO. 2018

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for permission to construct a crossing over and across the tracks of Pacific Northwest Public Service Company at Jennings Avenue in Jennings Lodge, located in the Southwest Quarter of Section 18, Township 2 South, Range 2 East, Willamette Meridian, in Clackamas County, Oregon.)

F-1649

[illegible] 1-1935 [illegible]

In this proceeding the Oregon State Highway Commission seeks permission to establish a crossing at grade across the tracks of Pacific Northwest Public Service Company at Jennings Avenue in Jennings Lodge, Clackamas County, Oregon.

Statutory notice of time and place of hearing having been waived by the parties hereto, hearing was held before Examiner Herbert H. Hauser in the Circuit Court Room of the Clackamas County Court House at Oregon City on Tuesday, the 16th day of February, 1932, beginning at the hour of eleven o'clock A.M., the applicant appearing by J. W. DeSouza, Assistant Attorney; Pacific Northwest Public Service Company by W. H. Lines, Vice President; Clackamas County was represented by Hon. C. W. Kruse and R. A. Wright, respectively County Judge and County Commissioner.

This applicant is at present engaged in the location and construction of a state highway between Oregon City and East Portland, in view of which it is necessary to cross the tracks of Pacific Northwest Public Service Company at an angle of 17° 48" at Jennings Avenue in Jennings Lodge at a point approximate to Highway Engineer Station 117 plus 17.8, which point of proposed intersection is located in the Southwest Quarter of Section 18, Township 2 South, Range 2 East, Willamette Meridian in Clackamas County.

It is represented in this record that this proposed highway, which is officially known as the East Portland-Oregon City Highway, is a link in the general state highway system affording entrance to and exit from the City of Portland with a connection at Oregon City with the main East Side Pacific highway, and that upon its completion and dedication to public use the major volume of traffic on the River Road and on the main Pacific Highway between Oregon City and Portland will in time be diverted to it.

The testimony herein also reveals that the said Pacific Northwest Public Service Company at the present time operates approximately thirty-five passenger and two freight trains in each direction daily between Portland and Oregon City; that the proposed highway substantially parallels this railroad between Oregon City and Portland; that it is conceded by these parties that following the completion of this highway and the establishment of the proposed crossing the existing railroad traffic will be reduced at least 50% and that it is probable that future developments will have a tendency to further decrease this traffic using this crossing.

Paving first 20 ft cost 189.— and P.G.E. Co. billed for the the amount.

No record of any allowance for track reconstruction Expense on first 20 ft. paving.

Mr. Dunn says we should not contribute to cost of track work.

Order # 2018 provides —

Mutually agreed and ordered that the Expense be divided for:—

1. Paving the Crossing area
2. Installation of protection devices

Maintenance of the pavement & signs to be cared for by P.G.E. Co.

F.D.E.

COMPANY

621 S. W. ALDER STREET
PORTLAND, OREGON

er 19, 1935

RECEIVED
SEP 23 1935

on Mr. R.H.Baldock
Engineer.

way Commission has
for the widening
gon City highway,
City of Milwaukie
on City, and we
nt will affect our
ennings Lodge,
ruct and pave
rack and move the
of the crossing
nd 24 feet farther

nt of our drawing
outlined in red
new locations for

te of the cost of
of which we con-
in accordance
with Public Utility Commissioner's order No. 2018, dated March 16, 1932, or $327.60. Our estimate, however, does not include the paving in the track area, as we assume you will have this done by the paving contractor, one-half of the cost of such paving work to be billed to this company by the State.

There is a Neon crossing sign over the present paving and the easterly pole supporting this sign will come within the limits of the new paving and will have to be moved to some point farther east. As this sign

and [illegible] & [illegible], as shown on [illegible] RB

REFERRED TO
H E [illegible]

Please discuss this with [illegible] & [illegible]

PORTLAND ELECTRIC POWER COMPANY
"PEPCO"
GENERAL OFFICES
ELECTRIC BUILDING
621 S. W. ALDER STREET
PORTLAND, OREGON

September 19, 1935.

RECEIVED
SEP 23 1935

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. R.H.Baldock
Engineer.

We understand that the Highway Commission has let a contract to Edlefsen & Weygandt for the widening of the pavement of the Portland & Oregon City highway, known as the Super Highway, from the City of Milwaukie to the Abernethy Creek Bridge in Oregon City, and we find that this widening of the pavement will affect our railroad crossing of the Highway at Jennings Lodge, where it will be necessary to reconstruct and pave approximately 80 feet of additional track and move the Wigwag warning signal which is south of the crossing approximately 75 feet farther south and 24 feet farther east.

We are attaching hereto blue print of our drawing C.B. 353, showing this crossing, and outlined in red the additional width of pavement and new locations for signals and signs.

We are also attaching our estimate of the cost of this work, amounting to $655.20, half of which we consider it proper for the State to pay, in accordance with Public Utility Commissioner's order No. 2018, dated March 16, 1932, or $327.60. Our estimate, however, does not include the paving in the track area, as we assume you will have this done by the paving contractor, one-half of the cost of such paving work to be billed to this company by the State.

There is a Neon crossing sign over the present paving and the easterly pole supporting this sign will come within the limits of the new paving and will have to be moved to some point farther east. As this sign

REFERRED TO
H E [illegible]

Please [illegible] this
[illegible] Reading

Cond'l [illegible] & [illegible], it seems OK to me RHB is owned entirely by the State we have not estimated the cost of changing it but will be glad to do the work if you wisn and will indicate the changes desired and authorize the work to be charged to the State.

As the paving contractors informed us they expect to be ready for paving this crossing within two months from now, we would appreciate an early reply as to whether you wish us to proceed with the work outlined above, and if you wish this company to change the Neon sign location I would suggest that your traffic engineer take the matter up directly with Mr. H. R. Wakeman, who is Superintendent of our Line Work.

Yours truly,

Thomas Pumfrey

Chief Engineer, Railways.

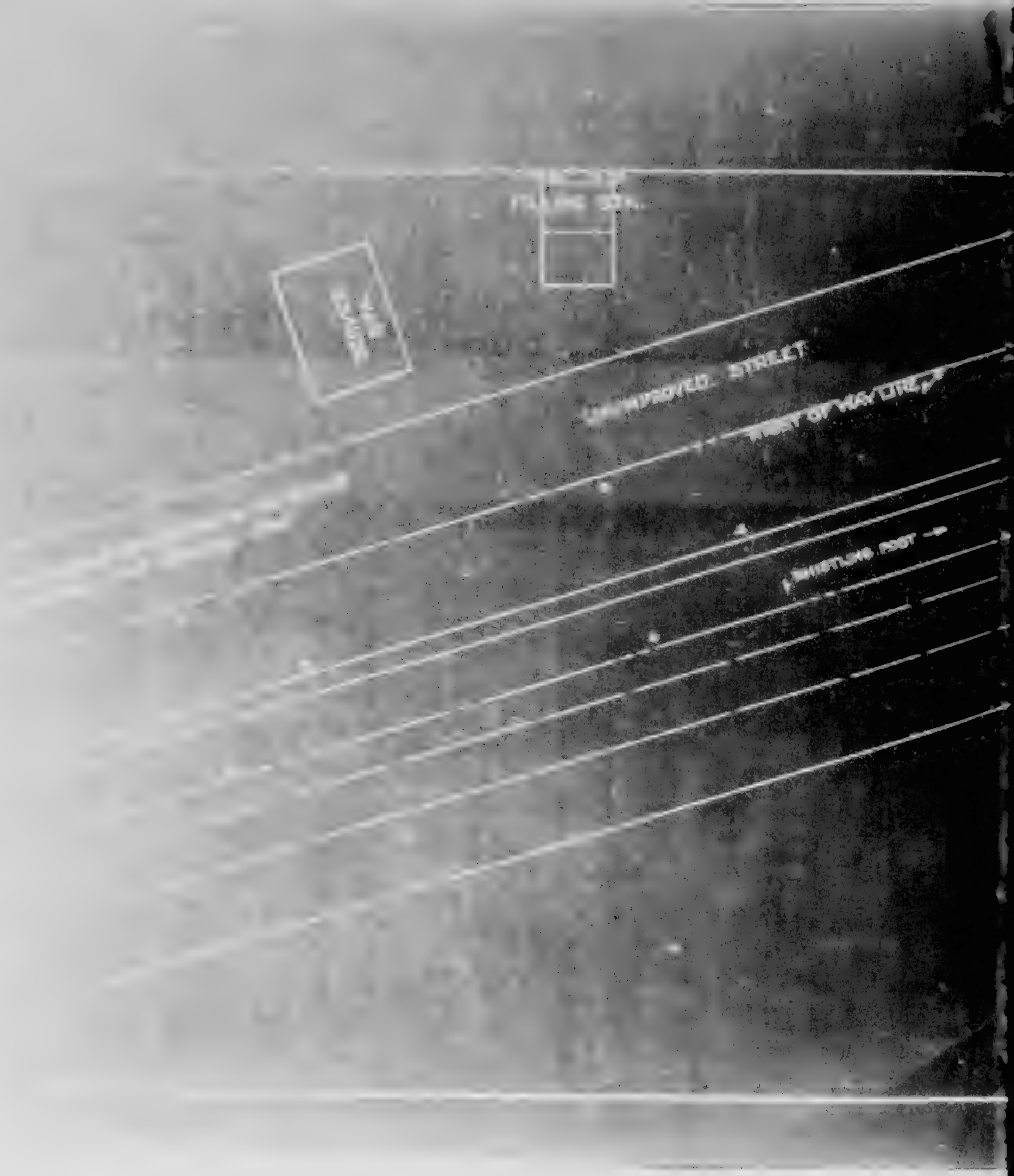
JENNINGS LODGE CROSSING OF PORTLAND - OREGON CITY SUPER HIGHWAY.

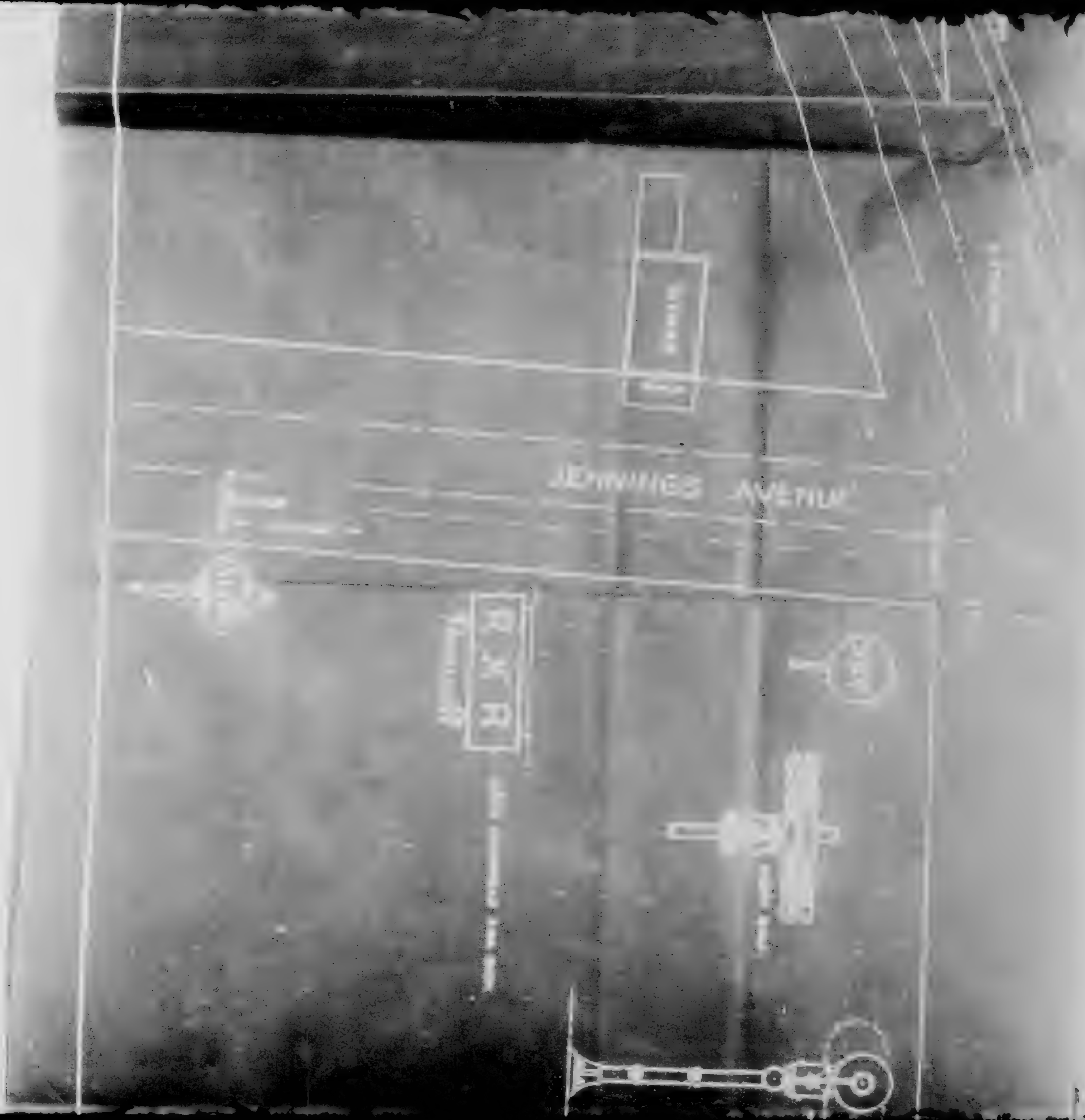
Estimated cost for track reconstruction and moving of Wigwag crossing signals necessary for the widening of the pavement. Contract for this paving work has been let by the Highway Commission to Edlefsen & Weygandt, Contractors. Estimate does not include cost of paving in track area as it is assumed this paving is to be done by the Contractors.

6 Cu.Yds. ballast @ .75	4.50
50 7x9-8' ties .60	30.00
198 ft. 70# T rail, 3.1 tons @ $35.00	108.50
6 Pr. 70# angle bars @ 1.75	10.50
24 7/8 x 4" track bolts @ .10	2.40
100 lbs. track spikes	4.00
100 70# tie plates @ .35	35.00
6 3/4 x 8 x 8" base plates @ 1.10	6.60
10 lbs. welding steel wire @ .12	1.20
Labor welding	15.00
Labor on track work	150.00
Use of electric welding equipment and power for same	10.00
80 ft. 8" iron drain pipe for extending drain along north side of track	80.00
✓ Moving railroad crossing sign	5.00 ✓
Cartage	10.00
	472.20
Less credit on 3 tons of scrap rail	30.00
	442.20
✓ Moving Wigwag signals, material	37.55 ✓
Labor	90.00 ✓
	569.75
Supervision and misc. expense @ 15%	85.45
	655.20
50% of the cost of this work to be paid for by the State Highway Commission as per order of Public Utility Commissioner #2018 dated March 16, 1932,-	$327.60

9-19-35

CITY


UNIMPROVED STREET
RIGHT OF WAY LINE
WHISTLING POST


JENNINGS AVENUE
R X R
STOP

GR
SHO

E XNG. JENNINGS LODGE
IG LOCATION OF SIGNALS
ND WARNING SIGNS

SCALE OF MAP 1"=30'
SCALE OF DETAILS ¼"=1'

[illegible]
CB-[illegible]

1168aBc

September 19, 1935.

[illegible]-Weygandt Company
Columbia Blvd. & N. Calvert Ave.
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 1745 awarded to you on September 5, 1935, for the paving of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

[illegible]:CE

168 A13 c

September 9, 1935

Collins Concrete and Steel Pipe Co.
Corner E. Albina and River Sts.
Portland, Oregon

Gentlemen:

In accordance with your request of September 6th, we are enclosing herewith three blueprints of the design for the concrete catch inlet to be used in connection with the Milwaukie-Oregon City paving project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by V. G. O'Neil/ER

Encl.

TELEPHONE WALNUT 7670

Collins Concrete and Steel Pipe Co.

J. J. COLLINS, PRESIDENT

SUCCESSOR TO

COLLINS CONCRETE PIPE COMPANY

CORNER N. ALBINA AND RIVER
PORTLAND, OREGON

September 6, 1935

Mr. S. H. Prober, Office Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Probert:

Bid item No. 12 of the Milwaukie-Oregon City paving job shows 130 inlets for 4" drains. We should like to have about 3 blue prints of these inlets, as we have figured with the low bidders on this job to manufacture them.

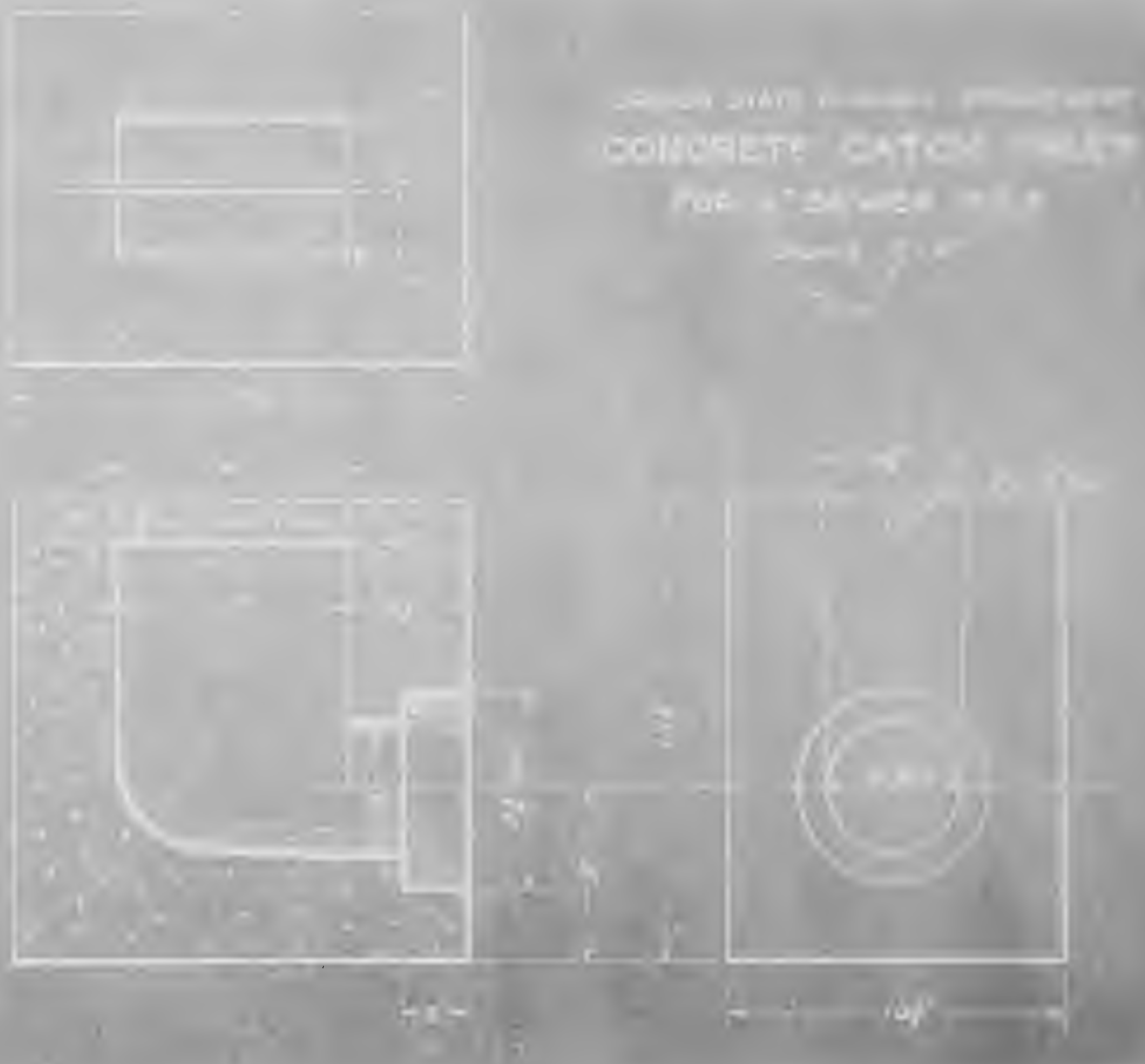
Thanking you in advance for sending these to us, we remain,

Yours truly

COLLINS CONCRETE AND STEEL PIPE CO.

By Ray Collins

RC:DB



OREGON STATE HIGHWAY DEPARTMENT

CONCRETE CATCH BASIN

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

September 5, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 168-A, 168-B and 168-C, Milwaukie-Oregon City Section of the East Portland-Oregon City Highway, to Edlefsen-Weygandt Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Fn

RECEIVED
[illegible] 1936
F[illegible] FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 168-ABC

POST OFFICE BUILDING
PORTLAND, OREGON

August 30, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Our Regional Office has advised that the P.S.& E. for Oregon Federal Aid projects 168-A, B and C, Milwaukie to Oregon City, are satisfactory, but make the following suggestion:

In order that the pedestrian traffic may be induced to utilize the rock footpaths instead of the concrete pavement, it is suggested that a surface treatment or a thin asphaltic concrete wearing surface be applied to the sidewalk.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

168-a

August 15, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the North and Middle Units, Milwaukie-Oregon City Section, Project No. 168-A.

Five sets of blueprint copies of the typical section and summary sheets and one advance copy of the bid proposal are being sent under separate cover.

Please note that this work terminates at Station 305+00, while the end of the original project is Station 308+00, this being on account of the pavement constructed on Project No. NRM 168-G, under Contract No. 1609, was built to Station 305+00, and this section from the south end of Project No. NRM 168-G to Station 305+00 was paid for from state funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department Federal Aid Project No. 168-A

NORTH & MIDDLE ENTRS., MILWAUKIE-OREGON CITY SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 15, 1935

COMPLETED FEDERAL AID WORK

Total Cost	$201,552.47
Total Federal Aid Paid	74,581.76
Total Emergency Advance Funds Paid	39,231.86
Total Emergency Construction Funds Paid	82,483.85
Length of Project	4.829 miles

OTHER FEDERAL AID WORK UNDER CONSTRUCTION

Total Estimated Cost	$ 8,884.35
Estimated NRH Funds	8,884.35
Length	4.829 miles

NEW WORK

Concrete Pavement (Sta. 53+00 to Sta. 305+00)

All Required		Clearing and Grubbing		$ 450.00
160	cu. yds.	Trench Excavation	$ 0.75	120.00
20,300	cu. yds.	Excavation, Single Classif.	0.45	9,135.00
3,400	yd. mi.	Truck Haul	0.12	408.00
1,340	sq. yds.	Removal of Old Pavement	0.30	402.00
50	sq. yds.	Removal of Sidewalks	0.20	10.00
60	lin. ft.	Removal of Curb	0.05	3.00
670	lin. ft.	4" Drain Pipe	0.20	134.00
80	lin. ft.	8" Drain Pipe	0.60	48.00
300	lin. ft.	12" Corr. Iron Pipe	1.00	300.00
10	lin. ft.	18" Concrete Pipe	2.50	25.00
110	only	Inlets for 4" Drains	2.00	220.00
2	only	Concrete Catch Basins	20.00	40.00
30	lin. ft.	Brick Drainage Sumps	7.50	225.00
2,000	lin. ft.	Concrete Curb and Gutter	1.00	2,000.00
56,200	sq. yds.	Portland Cement Concrete Pavement	1.70	95,540.00
5,800	lin. ft.	½" Expansion Joints	0.15	870.00
28,400	lin. ft.	Contraction Joints	0.05	1,420.00

28,400	only	Dowels	$ 0.22	$ 6,248.00
22,500	lbs.	Tie Bars and Reinforcement	0.05	1,125.00
2,350	cu. yds.	Sand Cushion	0.75	1,762.50
11,500	cu. yds.	4" - 0" Gravel, Subbase and Shoulders	0.90	10,350.00
1,400	cu. yds.	1½" - 0" Gravel, Subbase and Shoulders	1.50	2,100.00
200	cu. yds.	¾" - 0" Screenings	1.50	300.00
200	cu. yds.	Filler	0.50	100.00
200	yd. mi.	Hauling Filler	0.15	30.00
1,200	cu. yds.	Rock Footpaths	3.00	3,600.00
1,455	tons	Class "A" Asphaltic Concrete	5.50	8,002.50
700	tons	Class "B" Asphaltic Concrete	5.50	3,850.00
12,200	sq. yds.	Surface Finish Coat	0.05	610.00
			Subtotal	$ 149,428.00
			10% Engr. & Cont.	14,942.80
			Total	$ 164,370.80

Length 4.772 miles
Cost per mile $ 34,444.84

Federal Aid Funds Requested- -	$ 100,266.18 (61%)
State Funds Available- -	64,104.62
	$ 164,370.80

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER [illegible]

BALDOCK

OREGON STATE HIGHWAY COMMISSION

SALEM

February 4, 1935

File 168A PT

Villa Nurseries, Inc.
East Glisan and Craig Road
Montavilla Box 5125
Portland, Oregon

Gentlemen:

We are returning your check on the First National Bank of Portland, in the sum of $63.00 which you deposited with your bid of April 5th for furnishing plants and shrubs.

Very truly yours,

HBG:OG
Encl.

Secretary

ERS
M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
SALEM

February 2, 1935.

In Reply Please Refer to File No.
3 PT

Mr. H. B. Glaisyer,
Secretary,
Office.

Dear Sir:

We hand you herewith a letter from the Villa Nurseries, Inc., requesting the release of their certified check and stating that they will make good any shortages in the stock delivered.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By GWRoss
G. W. ROSS,
Office Engineer.

GWR:AM
Encl:1

AMERICAN ASSOCIATION OF NURSERYMEN ••• PACIFIC COAST ASSOCIATION OF NURSERYMEN

VILLA NURSERIES, Inc.

MONTAVILLA BOX 5125, PORTLAND, OREGON

OFFICE
East Glisan and Craig Road
Phone Tabor 4263

168 A

FEB 2 1935

Jan. 30, 1935

State Highway Commission
Salem, Ore.

Gentlemen:

We were instructed by Mr. David E. Thompson, to write the following agreement in order that our certified checks might be released.

Villa Nurseries, Inc. agrees to replace any and all shortages that may be found in the lot of Nursery Stock delivered by the above Corporation to the State Highway plantings at the following locations--on the MILWAUKIE OREGON CITY SECTION of the EAST PORTLAND-OREGON CITY HIGHWAY in CLACKAMAS COUNTY, and on the PORTLAND-WASHINGTON COUNTY LINE SECTION of the WEST SIDE PACIFIC HIGHWAY in MULTNOMAH COUNTY.

JM/GW

By J. Mickelsen
Pres.- Villa Nurseries, Inc.

Very truly yours,
Villa Nurseries, Inc.

AMERICAN ASSOCIA OF NURSERYMEN ··· PACIFIC COA OCIATION OF NURSERYMEN

VILLA NURSERIES, Inc.

OFFICE
East Gilham and Craig Road
Phone Tabor [illegible]

MONTAVILLA BOX 5125, PORTLAND, OREGON

168A

April 4th,1934

Oregon State Highway Commission,
Salem,Oregon

Gentlemen;

We here-with submit our bid for the plants that we can supply for the Milwaukie-Ore.City section of the East Portland -Oregon City Highway. Total $570.56 . Certified Check for Sixty-Three dollars ($63.00) enclosed.

Respectfully yours,

Villa Nurseries Inc.

By J. Mickelsen Pres.

Form 230—14616—2M—4-34.

H. G. Smith

OREGON STATE HIGHWAY COMMISSION

WEEKLY EXTRA GANG REPORT

~~NRM 168-A~~
NRH 168-A,B,C.

For week ending February 2, 1935

Section Milwaukie - Oregon City Section East Portland - Oregon City Highway Prefix 3 PT Order No.

Amount authorized, $11,307.88; work completed 70 %; money spent 92 %

Description of job Roadside Improvement

EXPENDITURES

	Previous	This Week	Total to Date
	$	$	$
"X" Accounts: Supervision	906.56	79.52	986.08
Labor	4,664.13	315.00	4,979.13
Engineering	406.86	34.84	441.70
"Y" Accounts:*			
Plant materials	3,146.43		3,146.43
Fertilizers		202.12	202.12
"Z" Accounts:			
Equipment Rental	322.30	27.70	350.00
Equipment Repairs			
Equipment Supplies	15.85	2.08	17.93
Tools and Miscellaneous	255.77	40.56	296.33
Totals	9,717.90	701.82	10,419.72

Average number of men employed 27

Average number of trucks 1

Other major equipment None.

Weather report Mon. Cloudy; Tue. Fog; Wed. & Thu. Clear; Fri. Pt. Cloudy.

Lost time and cause of delays

Work accomplished Grading and rounding of slopes completed on North Section. 51 trees and 218 shrubs planted between sta. 90 to 53 on East side of

~~Remarks~~: road and between sta. 118 and 100 on West side.

Finishing and cultivating under way and completed from sta. 307/18 (North end of project) to sta. 244.

David E. Thompson
Foreman

*List separately the principal items of material entering into the work.

NOTE—Costs should be estimated as closely as possible. At the close of the job an accurate statement of the total cost of the job should be rendered.

Mail white copy to Maintenance Engineer, pink copy to Division Engineer, yellow copy to Resident Engineer, and retain the blue copy for your own file.

FORM 2-B-1 17175 800 10-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

168-a

112-1-2

December 12, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Glaisyer,
Secretary,
Office.

Dear Sir:

I have made an inspection of the location for the gas lines between Milwaukie and Oregon City on the Super Highway, along with Mr. Reddick of the Portland Gas and Coke Company.

We are now starting a beautification plan on this highway, and cut banks are all being resloped and covered with shrubs or trees. The distance that has previously been recommended for the use of this company is 56 feet from the center, the total right of way being 120 feet. There are many places where this would work a serious hardship on the company, as in some places we have cut banks that are as high as 15 feet. Along with the requirement that the lines be placed 2 feet below grade, this would cause an impracticable situation for the company. It would also disarrange our shrubbery planting and might cause the killing of some of these plants.

It would appear to me that the distance of 33 feet from the center, which would be on the extreme edge of the gravel shoulder, would be a more satisfactory distance, both for the company and for ourselves, and I would recommend that this distance of 33 feet be used in place of 56 feet.

Yours very truly,

W. E. Chandler
WM. E. CHANDLER,
Division Engineer

WEC:AM

NOTED
Highway Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH 168-A

August 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By J Canfield
L. J. Canfield
Highway Engineer

Encls.

Tom

Hwy 9936

Form P. R. 2
State Oregon
U.S.Public Works Project No. [illegible]-165, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of June, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 4th day of December, 1933, a revised project statement, which was approved by the Secretary on the 31st day of January, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 21st day of March, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, eight hundred eighty-four and 35/100 dollars ($8,884.35) as the share of the United States payable under said act on account of Section A of said project, which is ~~does not exceed the authorized Federal pro-rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 53+00 in the NE¼ of Sec. 19, T 2 S, R 2 E, W.M., and survey station 307+15 in the E½, Sec. 35, T 1 S, R 1 E, W.M., at the south city limits of Milwaukie**

, length **4.814** miles, in **Clackamas** County, being Section **A** of **Oregon U.S.Public Works** project No. **NRH-166** , consisting of **4.814** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of August, 1934

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eight thousand, eight hundred eighty-four and 35/100 dollars ($ 8,884.35), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal apportionment~~ in Sec A and ~~dollars ($~~ is ~~xxxxxxx~~), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 16th day of August, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRH-165-A. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 8,824.35 as the total estimated cost of said project, and the sum of $ 8,824.35 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 16th day of August one thousand nine hundred and thirty-four.

Secretary of Agriculture
~~Secretary of Agriculture~~

Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4029

FORM 9-A-1 15743 12M 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

168-3

11-1

August 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. D. Chandler,
Division Engineer,
Office.

Dear Sir:

Please note attached letter from Mr. Apperson concerning height of back filling behind concrete curbs.

It is advisable to accede to Apperson's request particularly since the plans call for the construction as requested by him. You may therefore notify Resident Engineer Young to place back filling to top of curbs.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

Dictated by
HGS/H

CC to
R. H. Baldock

CITY OF PORTLAND
OREGON

August 7, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In re: Constructing of 5' berms
on east side super highway within
city limits.

It has come to my attention that in constructint the 5' berm along each side of the east side super-highway within the city limits, that same are being left four inches below the elevation of the top of the curbs in both the cut section and the fill section.

In checking over your plans for the construction of this highway, I find that the section showing the manner of constructing these berms indicates that same are to be brought to the level of the top of the curb and slope away from the curbs at the normal side-walk grade ½ inch to the foot. Further more, in all our City work it is the policy to grade the area between the curb line and the property line in the manner as described above. By keeping the berms to the elevation of the top of the curb, the drainage from this area would be toward the curb and into the gutter, while if left below the top of the curb, as is now being done, the waterwill collect in puddles in the cut sections and on the fill sections will probably find its way on to private property.

Kindly give this matter your earnest consideration and prompt attention in order that this condition may be remedied while the contractor has his grading equipment on the project.

Yours very truly,

JFB CH

(Signed)L. G. A pperson

City Engineer.

XBX

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1934

Mr. R. E. Baldock
State Highway Engineer
Salem, Oregon

Oregon USPW project NRH 168-A

Dear Sir:

We are enclosing herewith one copy of the agreement estimate on which the agreement is based, one copy of the specifications, and two copies of the agreement for the signature of the State Highway officials.

Your attention is called to the fact that the certificate of compliance attached to the proposal is not in the form prescribed by the Memorandum of April 7. The form signed by the contractor and included in the contract should be revised in accordance with this memorandum.

We have not received a reply to our letter of June 1st, regarding the requirement of balling and burlapping each item of plant material.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

June 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As requested in your recent letter, we are today sending, under separate cover, the copies of bid tabulations for trees, shrubs and vines to be used on the Milwaukie-Oregon City Section, Projects 168 A, B and C.

With reference to your inquiry concerning easements for landscaping work beyond the right of way limits, we are enclosing herewith three copies of a letter received from the County Court of Clackamas County, which letter gives permission to perform work on county property. One additional easement will be required for the encroachment which occurs on property adjacent to station 307+00. Copies of this easement will be sent at a later date.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

O. VAUGHAN
Judge

M. J. WALSH
A. H. BORLAND
Commissioners

CLACKAMAS COUNTY
OFFICE OF THE COUNTY COURT
OREGON CITY, OREGON

February,19,1934.

Mr David E Thompson
Portland Oregon;

Dear Sir;

Relative to our conversation of last week please be advised that I have taken this matter up with the Court and they have no objections to your using the right of way of County Roads at intersections with the Super Highway for planting small trees or shrubs in connection with the beautification programme.

They however made the reservation that nothing be planted that will obstruct a fair view of approaching traffic on the Super Highway,and create a menace to said trffic.

Very truly yours,
County Court of Clackamas County
W.C.Vaughan,Judge.
A.H.Borland,Commissioner.
M.J.Walsh,Commissioner.

Per, S. Ely, Secty.

June 12, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of June 1st, relative to our requiring "balling and burlapping" of all plant materials to be used on the Milwaukie-Oregon City planting project (NRH 168-A, B and C).

Bids for those materials were received on April 5th, with the expectation that the planting would be done during the month of May. This is, of course, very late in the season for planting in the usual manner, and our landscape engineer was of the opinion that the planting would be more successful if all plants were balled and burlapped before being moved. After the bids were received, it was decided to postpone the planting until Fall, but it was too late then to change the specifications.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 1, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Our Washington office has reviewed the landscaping specifications for Oregon U. S. Public Works projects Nos. NRH 168-A, B & C, and has offered the following comment:

> "It is noted in the itemized bid lists for plant materials that every item is marked "B&B". It is believed that many of the items might be furnished bare-rooted in bundles in accordance with standard nursery practice, unless the conditions on these projects do not warrant this possible economy. This point is raised because the balling and burlapping of every item regardless of the kind of material called for does not seem to be consistent with the plant lists submitted by the Oregon State Highway Commission for other roadside planting projects. There is no objection if satisfactory explanation can be furnished to indicate the need for the B&B requirement in the case of every individual item. It is quite possible that this was not the intention but was inadvertently introduced in the rush of preparation of the bid lists, in which case the lists should be subject to correction or revision on the records."

Advertised Apr 5.

Will you please furnish an explanation of the requirement for balling and burlapping each item of the plant material.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Probert
By State Highway Engineer

Please take this
up with Boardman
and reply.

June 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of project agreement estimate for landscaping of the North and Middle Units, Milwaukie-Oregon City Section, Project No. NRH 168-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

JWN:GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 168-A

NORTH AND MIDDLE UNITS, MILWAUKIE-OREGON CITY SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on estimated costs of state force construction)

Salem, Oregon, June 4, 1934.

Materials

Plants - (Trees, Shrubs and Vines required as per planting plans and plant order list with specifications)	$ 2,754.84
Bulbs and wild flowers	125.00
Fertilizer - Sheep guano, not sterilized (or equivalent) 20 tons at $12.50	250.00
Peat moss, finely ground 336 bales at $1.50	504.00
Tree Stakes (2" x 2" x 8') 1,080 only at $0.15	162.00
Miscellaneous	25.00
	$ 3,820.84

Equipment

Truck Rentals 2 trucks at $6.00 per day - 30 days	$ 360.00

Labor

Grading and leveling work 4.81 miles at $100.00	$ 481.00
Planting trees, shrubs and vines 1,080 trees at $0.60	648.00
3,759 shrubs at $0.40	1,503.60
1,256 vines at $0.20	251.20
5,441 ground covers at $0.05	272.05
	$ 3,155.85

Superintendence

1 Planting Foreman at $125.00 per mo. - 1 mo.	$ 125.00
1 Nursery Foreman " " " " "	125.00
1 Layout man " " " " "	125.00
1 Timekeeper " " " " "	125.00
	$ 500.00

Equipment

2 trucks at $6.00 per day - 30 days..........................	240.00
Sub-total....................	$8,076.69
10% Engr. & Cont...........	807.66
Total................	$8,884.35

Length of Roadway (Sta. 53+00 to Sta. 307+18)................	4.814 miles
Cost per mile.....................	$1,845.52

National Recovery Highway Funds Requested..........................	$8,884.35

State funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

FORM 8 A-1 13993 15M 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 19, 1934

IN REPLY PLEASE
REFER TO FILE NO.

MEMORANDUM TO

Mr. Hollenberg:

Reference is made to Project No. E-168-A, the final voucher for which was submitted in the amount of $8,822.37 and for which payment has been made by the Bureau of Public Roads in the amount of $8,727.80, resulting in a reduction of $94.57.

Within the limits of the project at Jennings Lodge is a grade crossing over the Portland General Electric Railway Tracks, and in accord with Order No. 2018 issued by the Public Utilities Commissioner, 50% of the cost of constructing the highway at this crossing shall be paid for by the railway company.

Through an oversight, this condition was not considered when the final voucher was submitted to the Bureau of Public Roads, and, as the total cost of the cooperative portion was $189.14, the final voucher was reduced by 50% of this amount, or $94.57.

J. W. Nash

J-28

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project No. NRH 168-A, the north and middle units of the Milwaukie-Oregon City section of the East Portland-Oregon City Highway, 4.814 miles of landscaping, have today been recommended for approval. This is your authority for advertising.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Tom

Mr. W. E. Chandler
Mr. R. H. Baldock
Mr. F. D. Eason
Mr. J. M. Bishop

168-a

C
O
P
Y

PUBLIC UTILITIES COMMISSIONER OF OREGON

Salem, Oregon

March 20, 1934

Oregon State Highway Commission,
BUILDING.

Attention: Mr. J. M. Devers, Attorney.

Gentlemen:

Your letter of March 14th concerning the electric bell installed and maintained at the crossing near Jennings Lodge has been brought to the writer's attention.

Please be advised that the matter is being brought to the attention of the Portland Electric Power Company with the request that the faulty operation of the bell be remedied.

Yours very truly,

CHARLES M. THOMAS,

PUBLIC UTILITIES COMMISSIONER OF OREGON

By (sgd.) JOHN J. HANLON

Secretary.

JJH:LB

NOTED

March 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany landscaping plans for the North and Middle Units, Milwaukie-Oregon City Section, Project No. NRH 166-A.

Five bid proposals, five planting specifications and five sets of blueprint plans are being sent under separate cover.

Near the north end of the project some of the work is being done outside of the right of way limits. Easements are being secured for this work and copies will be sent to you, later.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 168-A

NORTH AND MIDDLE UNITS, MILWAUKIE-OREGON CITY

SECTION OF THE EAST PORTLAND-OREGON CITY

HIGHWAY IN CLACKAMAS COUNTY

~~(Estimate to accompany landscaping plans. Not as basis for project agreement.)~~
(Estimate as basis for project agreement. Based on estimated costs of state force construction)

Salem, Oregon, March 3, 1934.

Materials

Plants - (Trees, Shrubs and Vines required as per planting plans and plant order list with specifications)............	$ ~~3,440.00~~	2754.84
Bulbs and wild flowers.................	125.00	
Fertilizer - Sheep guano, not sterilized (or equivalent)		
20 tons at $12.50.....................	250.00	
Peat moss, finely ground		
336 bales at $1.50.....................	504.00	
Tree Stakes (2" x 2" x 8')		
1,080 only at $0.15....................	162.00	
Miscellaneous..............................	25.00	
	$ 4,506.00	3,820.84

Equipment

Truck Rentals	
2 trucks at $6.00 per day - 30 days	$ 360.00

Labor

Grading and leveling work	
4.81 miles at $100.00................	$ 481.00
Planting trees, shrubs and vines	
1,080 trees at $0.60....................	648.00
3,759 shrubs at $0.40...................	1,503.60
1,256 vines at $0.20....................	251.20
5,441 ground covers at $0.05.......	272.05
	$ 3,155.85

Superintendence

1 Planting Foreman at $125.00 per mo. - 1 mo.	$ 125.00
1 Nursery " " " " " "	125.00
1 Layout man " " " " "	125.00
1 Time Keeper " " " " "	125.00
	$ 500.00

Equipment

2 trucks at $6.00 per day - 30 days....................	$ 240.00	
Sub-total	$8,761.86	8076.69
10% Engr. & Cont.	876.19	807.66
Total.........	$9,638.05	8,884.35

Length of Roadway (Sta. 53+00 to
Sta. 307+18)............... 4.814 miles.
Cost per mile..................... $2,002.08 1845.52

National Recovery Highway Funds Requested...................... $9,638.05 8884.35

State funds for County: Chap 175, laws 1917: Chap 31, laws 1920
" " " Maint: Chap 41, laws 1927

16-a

ED MAY GARAGE

AUTOMOTIVE AND BLACKSMITHING

SERVICE

January 18, 1933

Ed May Garage
Fifth and Water Streets
Oregon City, Oregon

Gentlemen:

Reply is made to your inquiry of January 17 regarding bondsmen on the Dennis Construction Company's contract.

The surety bond in connection with State Highway Contract No. 1411, grading of Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County was written by Aetna Casualty & Surety Company, for which Bates, Lively & Pearson are agents; their address is Yeon Building, Portland, Oregon.

Very truly yours

Secretary

JM
AJ

OFFICIAL
24-HOUR SERVICE
TOWING

ED MAY GARAGE

"Ed May Gives You An Even Brake"

AUTOMOTIVE AND BLACKSMITHING
SPECIALISTS

FIFTH AND WATER STS. PHONE 276

OREGON CITY, OREGON

COWDREY ELECTRIC
4-WHEEL BRAKE
SERVICE

Jan. 17, 1934

Oregon State Highway Dep't
Salem, Ore.

Gentlemen:

Would it be possible for you to check up on the bondsmen of the Dennis Construction Co. That is on the Jennings Lodge section of the Super-Highway.

If it is possible to do so, please answer as soon as you can as I would like very much to contact them.

Very truly yours,

ED. MAY GARAGE

By Ralph May

#1411

168-a

October 30, 1933

Aetna Casualty & Surety Company
℅ Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are enclosing copy of notice of claim filed with the Secretary of State by A. Mather, Inc., against Dennis Construction Company to whom the State Highway Commission awarded the contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, said claim being in the sum of $295.54.

The lien represents explosives which were purchased by the contractor for use in connection with the above-described job.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Dennis Construction Co.
Milwaukie
Oregon

October 20, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 18 enclosing copies of notice of claim filed by A. Mather, Inc. against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, said claim being in the sum of $295.54.

We are today forwarding copies of the notice to the contractor and its surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 19 1933

October 18, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Mr. C. O. Fenlason, Attorney at Law, Portland, Oregon, has forwarded to this office a notice of claim by A. Mather, Inc. for materials furnished in the amount of $295.54 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

COPY

NOTICE OF CLAIM

TO THE STATE OF OREGON, OREGON STATE HIGHWAY COMMISSION, DENNIS CONSTRUCTION CO., a co-partnership consisting of co-partners, C. H. DENNIS AND J. S. RISLEY, AND AETNA CASUALTY & SURETY COMPANY:

Notice is hereby given that the undersigned, A. Mather, Inc. a corporation, has a claim for materials and supplies consisting generally of dynamite, powder, caps, fuses and like explosives and accessories, in the sum of $295.54, together with interest thereon as by law provided against the bond taken from Dennis Construction Co., a co-partnership, the partners being C. H. Dennis and J. S. Risley, principals of and on said bond and Aetna Casualty & Surety Company, a corporation, surety on said bond, for the work of highway improvement consisting of the grading of the Jennings Lodge section of the East Portland, Oregon City Highway in Clackamas County.

That the State of Oregon contracted with said principal, Dennis Construction Co., to do said work, said contract being known and designated as #1411, and said bond was furnished by said contractor, as principal, and said Aetna Casualty & Surety Company, as surety, as by the terms of said contract and the laws of the State of Oregon provided and to insure the faithful performance of said contract according to its terms and by law provided; that said materials were furnished, sold and delivered as aforesaid, by claimant to said Dennis Construction Co., at the special instance and request of said Dennis Construction Co., who did purchase, receive and accept the same and said materials were ordered and furnished for and used and consumed in the performance of the work contracted for by said contract as provided by said contract.

IN WITNESS WHEREOF this notice is signed and dated this 18 day of October, 1933.

A. MATHER, INC.

By A. Mather
Pres.

Endorsed: File No. 2331
Filed October 18, 1933
HAL E. HOSS,
Secretary of State

Contract No . 1411 - Jennings Lodge Section - Clackamas County -

Was completed May 31, 1933 - accepted June 28, 1933 -

Is a partnership consisting of G. H. Dennis, Oswego and J. S. Risley, Milwaukie/

Jerlason
Portland

notice of claim

Dennis Const Co

Super Hwy

Bdg 0673

Cont #

Contractor?

work covered —

~~surety~~

date of acceptance -

#1395

118-a

October 2, 1933

United States Guarantee Company,
Dooly & Company, Agents,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1[illegible] for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County, has been completed by the contractors, Oregon Bridge & Dredging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 12, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any [illegible] debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $111,462.08 including the final payment. Of this amount $642.01 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

September 30, 1933

RECEIVED
OCT 5 - 1933
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of F.A.P. Oregon No. E-168-A Umatilla-Sand Sta. Section Wallula Cut-Off, Columbia River Highway, was made by a representative of this office on September 7, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By A. H. Benedict
Ass't. Highway Engineer

Secretary

168-a

Sept. 28, 1933.

Mr. George E. Bronaugh
Suite 431 Pacific Building
Portland, Oregon.

Dear Sir:

I regret very much that your letter of September 21st, requesting the name of the company doing highway work between Oregon City and Portland, has not been answered sooner but I have been out of the office for the past week on account of illness and just returned this morning.

You do not state specifically which contract between Oregon City and Portland is involved but we presume it is the contract awarded to the Oregon Bridge & Dredging Company for paving the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway. This is State Highway Contract No. 1395 and the bond furnished in connection therewith was written by the United States Fidelity & Guaranty Company for whom Dooley & Co., Board of Trade Building, Portland, and C. O. Price, Porter Building, Portland, are Resident Agents.

Other contracts on this section, which have been fully paid, are as follows:

Contract No. 1411, awarded to the Dennis Construction Company for grading the Jennings Lodge Section, in connection with which contract the Aetna Casualty & Surety Company furnished the bond, through their agents, Bates, Lively & Pearson, Yeon Building, Portland.

Contract No. 1332, awarded to Lindstrom & Feigenson for construction of bridge over Clackamas River. The bond furnished in connection with this contract was written by the Commercial Casualty Insurance Company through Geo. D. Hoban, Wilcox Building, Portland.

All of these contracts have been completed and accepted by the State Highway Commission.

Yours very truly,
STATE HIGHWAY COMMISSION

by

Secretary

HBG:MC

WILLIAM A. CARTER
FRANKLIN F. KORELL
JERRY E. BRONAUGH

LAW OFFICE OF
GEORGE E. BRONAUGH
SUITE 431 PACIFIC BUILDING
PORTLAND, OREGON

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

September 27, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:--

A number of days ago I wrote to you with reference to securing information as to what company had the contract for highway construction between Oregon City and Portland. I advised you at the time that I had an account against one of the employees and I desired to attach his wages.

It is my understanding that this contract will be completed within the next few days and I will appreciate this information at once.

Yours very truly,
Geo Bronaugh
GEORGE E. BRONAUGH

GEB:EB

R H BALDOCK

NOTED

---

pay a portion of the cost of the crossing. Presumably this has been taken care of so that the final voucher will not include any quantities for which payment should be made by the railway company.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

9-11-33
Beckley advises that warning signals are installed
Tom

WILLIAM A. CARTER
FRANKLIN F. KORELL
JERRY E. BRONAUGH

LAW OFFICE OF
GEORGE E. BRONAUGH
SUITE 431 PACIFIC BUILDING
PORTLAND, OREGON

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

September 21, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:--

Will you kindly advise me the name of the company which has the contract for the highway construction between Oregon City and Portland? I have an account against one of the men working on said construction gang and I desire to garnishee his wages.

Thanking you in advance for this information, I beg to remain

Yours very truly,
Geo Bronaugh
GEORGE E. BRONAUGH

GEB:EB

R H BALDOCK

---

pay a portion of the cost of the crossing. Presumably this has been taken care of so that the final voucher will not include any quantities for which payment should be made by the railway company.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

9-11-33
Beckley advises that
warning signals are installed
Tom

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

168-a

COPY OF
WESTERN UNION TELEGRAM

SEPTEMBER 6 1933

MR. THOMAS PUMFREY
PORTLAND TRACTION COMPANY
PORTLAND OREGON

CONFIRMING YOUR TELEPHONE CONVERSATION OF THIS MORNING WITH JOHN BRAKEY OF THIS DEPARTMENT PROCEED TO INSTALL THE WIGWAG SIGNALS AT THE JENNINGS LODGE CROSSING AT A DISTANCE OF APPROXIMATELY SEVENTY FIVE FEET FROM THE CROSSING STOP APPRECIATE YOUR IMMEDIATE ATTENTION TO THIS MATTER.

R H BALDOCK

---

pay a portion of the cost of the crossing. Presumably this has been taken care of so that the final voucher will not include any quantities for which payment should be made by the railway company.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer.

9-11-33
[illegible] advises that warning signals are installed now

168-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 2, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

It being our understanding that the paving on Oregon Emergency Construction Highway Project No. 168-A, Oregon City Super-highway, has been completed, we are assuming that the final voucher will be submitted within a short time. We would like, however, in this connection to call your attention to Order No. 2018 of the Public Utilities Commission dated March 16, 1932, which provides in part:

REFERRED TO
Probert
Highway Engineer

> "That as a necessary warning and protection to travelers approaching this crossing there should be installed two automatic electric signal devices, one on each side of the highway, at a suitable distance from said crossing, each such device to consist of a swinging arm, bell and flashing light attachment."

As it is our understanding that this crossing signal has not been installed, we would suggest that it be done as soon as possible in order that there may be no delay in payment of the final voucher.

Nash:
I think the
wig wags are
in now.
Ask Beakey.

The order also provides that the railway company shall pay a portion of the cost of the crossing. Presumably this has been taken care of so that the final voucher will not include any quantities for which payment should be made by the railway company.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer.

9-11-33
Beakey advises that
warning signals are installed

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 7, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon E. 168-A, Milwaukie-Oregon City Section of Portland-Oregon City Highway

Dear Sir:-

Final inspection of the above mentioned project was made by a representative of this office on August 30, 1933. Prompt submission of the final voucher will be appreciated when the warning signal devices, mentioned in our September 2nd letter, have been placed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

REFERRED TO
Probert
By State Highway Engineer

Please contact Beakey and when the warning signal devices are installed, please advise him and submit the final voucher.
R. H. B.

#1395

161-a

August [illegible], 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Oregon Bridge & Dredging Company on Contract No. 1395 for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County. This payment will be made on or after September 9, 1933.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form [illegible]—4M—[illegible]

[illegible]REGO[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending August 5, 1933, 193

Section Milwaukie - Oregon City

Kind of work Concrete Paving

Highway East Portland - Oregon City

Section prefix 3 Pn 168a

Contractor Oregon Bridge and Deredging Co.

Contract number 1395

Date of contract Aug. 31, 1932, 193

Date of completion June 15, 1933, 193

Date work started Sept. 18, 1932, 193

Estimated date of completion August 5, 1933, 193

Amount of contract $114,156.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $118,633.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $3860.00, 3.2 %

Date project was completed Aug. 5, 1933, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Oregon Bridge and Dredging Co. Spent the past week placing flumes on the sand fills. This work was completed on Saturday August 5th, thus completing their contract.

F. T. Young.

RECEIVED
AUG 8 - 1933
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					5.4
Miles partially completed					5.4
Miles completed					5.4
Total estimated quantities					62,126
Estimated quantities moved or placed to date					62,126
Average daily quantities					[illegible]
Average daily quantities necessary to complete project on time					[illegible]
Number shifts per day					2
Hours per shift					8
Average force on project for week					10

Percentages of men employed on contract to be secured from:

Clackamas County, 36 %; Multnomah County, 64 %; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Clackamas COUNTY	Multnomah COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	4	5				1	10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday	"		

168-a

August 25, 1935

Mr. H. R. Wakeman
Superintendent of Distribution
Portland General Electric Company
625 Alder Street
Portland, Oregon

Dear Sir:

In response to your communication of August 22, regarding the location of the wig wag signals on the Super Highway at Jennings Lodge, advise that I am calling your letter to the attention of Mr. John Beakey, our Traffic Engineer, with the request that he contact you immediately and advise you of the locations for the installation.

Very truly yours

State Highway Engineer

RHB:HI

cc John Beakey

#14

168a

August 11, 1933

Aetna Casualty & Surety Co.
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim which has been filed by A. R. Phelps against the bond furnished by the Dennis Construction Company in connection with State Highway Contract No. 1411 covering grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County. This claim is in the amount of $81.66 and is for labor and material furnished on this job.

We are giving you this information as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Dennis Construction Co.
Rt. 10, Box 390
Milwaukie, Oregon

August 11, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your letter of August 9th together with copies of notice of claim which has been filed by A. R. Phelps against the Dennis Construction Company for labor and materials furnished in connection with State Highway Contract No. 1411 covering grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

In conformance with our usual practice we are today sending a copy of this notice to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 11 1933
OREGON
STATE HIGHWAY COMMISSION

August 9, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by A. R. Phelps for labor and materials furnished in the amount of $81.66 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway, State Highway contract No. 1411, has bmen filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

August 8, 1933

TO HONORABLE HAL E. HOSS, Secretary of State of the
State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, A. R. PHELPS has a claim for work, labor and services performed and material furnished to G. D. Dennis and J. S. Risley, co-partners doing business under the firm name and style of Dennis Construction Company, principals, and Aetna Casualty & Surety Company, surety, in the sum of eighty-one and 66/100 dollars ($81.66), in connection with the prosecution of work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, Oregon, being Oregon State Highway Contract No. 1411.

A. R. PHELPS

Endorsed: File No. 2291
Filed August 9, 1933
HAL E. HOSS,
Secretary of State

#1411
168-a

August 8, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of August 5th together with copies of notice of claim filed in the amount of $1354.80 by the Shell Oil Company against the bond furnished by the Dennis Construction Company in connection with State Highway Contract No. 1411 covering grading work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

In accordance with our usual practice we are today notifying the surety and the contractor of the filing of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

RBC:MC

August 9, 1933

Aetna Casualty & Surety Co.
C/o Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Shell Oil Company against the bond furnished by the Dennis Construction Company in connection with State Highway Contract No. 1411 covering work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County. This claim is for petroleum products furnished amounting to $1364.80.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Dennis Construction Co.,
Rt. 10, Box 390,
Milwaukie, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 8 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 5, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Shell Oil Company has today filed in this office a notice of claim for $1354.80 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway, contract No. 1411.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

Secretary of State,
State of Oregon,
Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, has a claim in the sum of THIRTEEN HUNDRED FIFTY-FOUR AND 80/100 ($1354.80) Dollars against the bond taken from DENNIS CONSTRUCTION COMPANY as principal, and AETNA CASUALTY & SURETY COMPANY, as surety for the work of grading approximately 0.78 miles of Jennings Lodge Section of the East Portland-Oregon City Highway, Clackamas County, Contract #1411 - Oregon State Highway Commission.

Said claim is for petroleum products furnished DENNIS CONSTRUCTION COMPANY in the construction of said above described job.

In event said claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of TWO HUNDRED AND no/100 ($200.00) Dollars, as attorney's fees and costs.

Dated this 3rd day of August 1933.

SHELL OIL COMPANY

By D. E. BURROUGHS
Asst. Division Credit Manager

State of Washington)
) ss
County of King)

D. E. BURROUGHS being sworn upon oath deposes and says: that the above statement and claim is just, true and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety and Oregon State Highway Commission.

D. E. BURROUGHS

Subscribed and sworn to before me this 3rd day of August, 1933.

(SEAL)

HERSCHEL F. FULLERTON
Notary Public State of Washington

DECEIVED
AUG - 1933
OREGON

Endorsed: File No. 2286
Filed August 5, 1933
HAL E. HOSS,
Secretary of State

16-8-a

August 7, 1933.

George A. Mercer, Adjuster
Aetna Casualty and Surety Co.
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention: Mr. Carl V. Mautz

Dear Sir:

Reference is made to your letter of August 4th inquiring as to when final payment will be made to the Dennis Construction Company for work performed under its contract for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway, Contract No. 1411.

Our records show that final warrant in the sum of $861.99 was sent to you on Friday of last week, August 4th, and no doubt it is now in your hands.

For your information will state that we have record of the following claims against this contract:

M. R. Senter Tool Works	$ 66.20
Loggers and Contractors Machine Works	249.49
Standard Oil Company	585.56
Collins Concrete Pipe Co.	712.94
State Industrial Accident Commission	210.91
Morrison Trucking Company	607.16
Henry Foott	171.77

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 5, 1933

Dennis Construction Co. - Contract No. 1411 - Jennings Lodge Section -

Claims on File:

M. R. Senter Tool Works -	$ 86.20
Loggers & Contractors Machine Works -	249.49
Standard Oil Company -	585.56
Collins Concrete Pipe Co. -	712.94
State Industerial Accident Commission -	210.91
Morrison Trucking Company -	607.16
Henry Foott -	171.77

Final Mailed on Aug 4. 1933
Amt. $861.99

6252

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

August 4, 1933

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Dennis Construction Co. - Jennings Lodge Contract

Dear Sir:

We have authority from the Home Office to pay valid claims against our bond on the above contract upon receipt of final payment from the State. We intend to leave on a vacation in about two weeks and would like to dispose of the valid claims by that time and are wondering if you could advise us about when the warrant covering the final estimate will be received at this office.

Yours very truly,

George A. Mercer, Adjuster

By: Carl V. Mautz

CVM:M

[illegible]

RECEIVED
AUG 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

#1411

168-a

August 5, 1933

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have received information of the claim of Kenneth W. House, filed in the office of the Commissioner of Labor, for driving a caterpiller tractor at the rate of 65¢ per hour for the Dennis Construction Company to whom the Commission awarded the contract No. 1411 for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

This information is being given you since you appear as surety on the bond furnished by the above contractor.

Very truly yours

Secretary

HBC
jm

cc Contractor

August 5, 1933

Bureau of Labor
101 Court House
Portland, Oregon

Gentlemen:

Attention Chas. Elrey,
Deputy Commissioner

Responding to your request of August 4, I am forwarding by express a certified copy of contract No. 1411 for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

Very truly yours

Secretary

HBG:jn

CHAS. H. ELREY
ATTORNEY AND DEPUTY
COMMISSIONER OF LABOR

BRANCH OFFICE
101 COURTHOUSE
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR
C. H. GRAM
COMMISSIONER
CAPITOL BUILDING
SALEM, OREGON

O. D. MATTHEWS, DEPUTY
324 N. SIXTH STREET
KLAMATH FALLS, OREGON

FRED O. SMALL, ATTORNEY
MELHASE BUILDING
KLAMATH FALLS, OREGON

Portland, Oregon,
August 4, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed you will find affidavit of Kenneth W. House, covering his wage claim against the Denis Construction Company. Will you please send the copy of contract and bond to this office, 101 Court House, Portland, Oregon.

Very truly yours,

BUREAU OF LABOR

By Charles H. Elrey
Deputy Commissioner of Labor
K

CHE/GK

ADDRESS YOUR ANSWER TO
BUREAU OF LABOR
101 COURT HOUSE
PORTLAND, - OREGON

RECEIVED
AUG 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH)

I, Kenneth W. House, being first duly sworn depose and say that I was employed by Dennis Construction Company to drive a caterpillar tractor at the rate of 65¢ per hour, and that I performed work, labor and services on behalf of said Dennis Construction Company on the Oregon State Highway near Jennings Lodge, Oregon; that I performed work in excess of eight hours per day, and I have not been paid in accordance with the laws governing overtime work performed on behalf of the contractor on said state work; that there is due and owing me the sum of approximately $26.32 for said work, labor and services; that I have made demand upon said contractor for said sum, but he has failed and refused to pay. I make this affidavit to secure a certified copy of the bond and contract of Dennis Construction Company from the Highway Commission. This affidavit is made pursuant to the Oregon Law.

Kenneth W. House

Subscribed and sworn to before me this 17 day of July, 1933.

Charles McElroy
Notary Public for Oregon

My commission expires 5/1/31.

#1411

168-a

August 4, 1933

Aetna Casualty & Surety Company
% Estes, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching copy of notice of claim that has been filed with the Secretary of State by Henry Foott against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

The claim is for $171.77, gravel hauling for the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Dennis Construction Co.
Milwaukie, Ore.

August 4, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 2 enclosing copies of notice of claim filed by Henry Foot against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

We are today sending copies of the notice to the contractor and its surety for their information.

Very truly yours

Secretary

AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 2, 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

You are advised that we received and filed as of July 31st, a notice of claim by Henry Foott, for labor furnished in the sum of $171.77 against the Dennis Construction Company, for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, State Highway Contract No. 1411.

A copy of this notice is enclosed for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

EL

Enc. 3

COPY

Portland, Oregon
July 31, 1933.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

This letter describes the work done by me on the attached claim. This work consisted of gravel hauling for Dennis Construction Company for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, State Highway Contract No. 1411. Amount of money due me on this work is $171.77.

Very truly yours

HENRY FOOTT

Endorsed:
File No. 2285
Filed July 31, 1933
HAL E. HOSS, Secretary of State

CONTRACT #1395,
1411, 1745, 1289, 1290,

FR 168-A Milwaukie-Oregon City Sec. 1932

1395

1411 -1745-1299-1290 Folder # 1

#1411

11.8-a

July 29, 1933.

Aetna Casualty & Surety Co.
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have received notice from the Morrison Trucking Company Inc. of Portland that they have a claim in the sum of $807.16 against the Dennis Construction Company for hauling done in connection with state highway contract No. 1411 which was awarded the Dennis Construction Company for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Dennis Construction Co.
Route 10, Box 390,
Milwaukie, Oregon

July 29, 1933.

Morrison Trucking Company Inc.
1915 S. E. Union Ave
Portland, Oregon.

Attention: H. F. Morrison, Pres.

Gentlemen:

This is to acknowledge receipt of your letter of July 28th inclosing statement of your claim in the amount of $607.16 against the Dennis Construction Company for hauling done on their contract No. 1411 which covers the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

In accordance with our usual practice we are today notifying the surety company and the contractor of the existence of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

FFICE PHONE EAST 8327 SIDENCE PHONE TABOR 8783

MORRISON TRUCKING COMPANY, INC.
HAULING CONTRACTOR
1915 S.E.Union Ave.
Portland, Oregon

Oregon State Hy. Comm.
Salem Ore.

July 28,1933.

Dear Sir:

Inclosed find statement of our claim against the Dennis Construction Co for hauling done on their contract known as the Jennings Lodge Section of the East Portland- Oregon City Highway.

This claim has been approved by Mr, Risley of the Dennis Construction Co.

I was told today that the Aetna Casualty Co. were going to pay this claim in a few days but insisted that it be filed with the Commission.

So I request that it will be filed with the proper parties.

Yours respectfully

Morrison Trucking Co. Inc.

Per H. F. Morrison Pres.

OFFICE PHONE EAST 8327 SIDENCE PHONE TABOR 8783

Portland, Oregon, June 24, 1933 193

M Dennis Construction Co.

Milwaukee Ore.

IN ACCOUNT WITH

MORRISON TRUCKING COMPANY, INC.

HAULING CONTRACTOR

1915 S.E. UNION AVENUE S. E.

Hauling Jennings Lodge Job. Total Dr. $1,536.25

Total Cr. $929.09

Bal Due $ 607.16

O.K.
Dennis Construction Co.
Per .J.S.Risley

ICE PHONE EAST 8327 ESIDENCE PHONE TABOR 8783

Portland, Oregon, June 24,1933 193

M Dennis Construction Co.

Milwaukee Ore.

IN ACCOUNT WITH

MORRISON TRUCKING COMPANY, INC.

HAULING CONTRACTOR

1915 S XXX UNION AVENUE S. E.

Hauling Jennings Lodge Job. Total Dr. $1,536.25

Total Cr. $929.09

Bal Due $ 607.16

O.K.
Dennis Construction Co.
Per .J.S.Risley

#1411

1-8-a

July 28, 1933

Mr. Henry Foott
378 East 24th St.
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your bill, in the sum of $171.77, against Dennis Construction Company.

Your bill was incurred in connection with State Highway Contract No. 1411, which was awarded to Dennis Construction Company for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County. All contractors who have been awarded state highway contracts are required to furnish the State with a surety bond for the protection of any and all claims against the project. Such a bond was furnished by the abovementioned company, and this bond is offered to you for the protection of your claim.

As Aetna Casualty & Surety Company wrote the bond for Dennis Construction Company we suggest that you communicate with its local representatives, who are Bates, Lively & Pearson, Yeon Building, Portland, relative to your bill.

We further suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed, if no arrangements are made by the bonding company to take care of your bill within a reasonable length of time.

Very truly yours

Secretary

AJ

July 28, 1933

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building

171.77

Gentlemen:

We have received information from Mr. Henry Foott, 578 East 24th St., Portland, that he has a bill against Dennis Construction Company in connection with State Highway Contract No. 1411, grading of Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

The bill is for hauling, and is in the sum of $171.77.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Dennis Construction Co.
Milwaukie, Ore.

Dennis Con. Co

PORTLAND, OREGO 3/30-33.

TO **HENRY FOOTT** DR.
AUTO TRUCKS
CEMENT, SAND, GRAVEL AND GENERAL HAULING

RESIDENCE PHONE EAST 2152
DOCK " EAST 0983

378 EAST 24TH STREET

Balance on Hawling on Jennig Lodge # 171.77

Very truly yours

Secretary

EDG:AJ

#1411
168-a

July 19, 1933

Mr. Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

Attached is certified copy of contract and bond in connection with State Highway Contract No. 1411 which was awarded to Dennis Construction Company for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

This is in response to your request of July 18.

Very truly yours

Secretary

HBG:AJ

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

18 July 1933

State Highway Commission
Salem,
Oregon

Gentlemen:

I represent the Collins Concrete Pipe Company who have a claim against the Dennis Construction Company in connection with material furnished on the Jennings Lodge section of the Milwaukie Super-Highway in Clackamas County, Oregon. In order to institute proceedings it is necessary that I have a certified copy of the contract and bond. I am enclosing my contract in the usual form for the purpose of securing such copies.

Yours truly

Stephen W Matthieu
STEPHEN W MATTHIEU
K

SWM-k

encl

STATE OF OREGON)
) ss
County of Multnomah)

I, Stephen W Matthieu, being first duly sworn, depose and say: That I am attorney for Collins Concrete Pipe Company, an Oregon corporation; that my client has a claim against the Dennis Construction Company and its bondsmen in connection with material firnished on the Jennings Lodge section of the Milwaukie Super-Highway in Clackamas County, Oregon. That the material supplied consisted of concrete pipe upon which there is a balance unpaid of $1294.00.

That this affidavit is made for the purpose of securing on behalf of my client, Collins Concrete Pipe Company, a copy of the contract and bond so that a claim may be filed thereon.

Stephen W Matthieu

Subscribed and sworn to before me this 18th day of July, 1933.

Marion King
Notary Public for Oregon
My Commission expires 30 September 1933

#1411

118-a

July 13, 1933

Aetna Casualty & Surety Company
% Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed with the Secretary of State by the State Industrial Accident Commission against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

The amount of the claim is $210.01 and is for contributions due the State Industrial Accident Fund.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

EBG:AJ

cc Dennis Construction Co.
Route 10
Milwaukie, Oregon

July 18, 1933

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of July 17 enclosing copies of notice of claim filed by State Industrial Accident Commission against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

Copies of the notice are being mailed to the contractor and its surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 18 1933
OREGON
STATE HIGHWAY COMMISSION

July 17, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There has been filed in this office today a notice of claim by the State Industrial Accident Commission for contributions due the State Industrial Accident Fund in the amount of $210.91 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Highway job.

A copy of this notice is enclosed for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

Salem, Oregon,

July 14, 1933.

To - STATE OF OREGON

Hal E. Hoss,
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the State Industrial Accident Fund in the sum of Two Hundred Ten Dollars and Ninety-one Cents, ($210.91), against the bond taken from the Dennis Construction Company and the Aetna Casualty and Surety Company in connection with the Jennings Lodge highway job.

STATE INDUSTRIAL ACCIDENT COMMISSION

By RALPH H. CAMPBELL
Attorney.

RHC:LF

Endorsed: File No. 22[illegible]
Filed July 15, 1933
HAL E. HOSS,
Secretary of State

168 a

July 15, 1933

Portland Electric Power Company
Electric Building
Portland, Oregon

Attention of Mr. Pomfrey

Gentlemen:

With regard to signals for crossing at Jennings Lodge I beg to advise that we prefer signal No. 251 and request the adoption of that type. Print hereto attached.

We disapprove the use of "Stop, Look and Listen" on your crossing signs as safeguards are being provided to make stopping unnecessary.

Mr. John Beakey, Traffic Engineer, will make an inspection of the site, Monday, July 17, and recommend exact points for the installation of the two Wig-Wags, notifying you later as to the sites selected.

The signals are considered a part of the project and the Highway Department will cooperate 50%.

Very truly yours

State Highway Engineer

HGS
RHB

Portl [illegible] 1912

[illegible] Bailey

Portland Oregon

Attn Mr. Pumfrey.

With regard to signals for crossing at Jennings Lodge I beg to advise that we prefer signal No 251 and request the adoption of that type. Print hereto attached

We disapprove the use of Stop look and listen on your Crossing signs as safe guards are being provided to make stopping unnecessary.

Wm Beaty Traffic Supr

[illegible] of the [illegible] of the

are Mounting poles [illegible]

at convenient points for

the motorists on the highways,

notifying you [illegible] intersection

ahead.

These signs are considered a part of the project and the Highway Dept. will Cooperate 50%.

R H B[illegible]

1672

July 14,1933

Mr. L. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith communication from Herbert Hauser regarding the letter that I referred to you from Chief Engineer Pumfrey of the Pacific Northwest Public Service Company. After you have reviewed the plans, please make a second copy of the letter which I will sign for Mr. Hauser.

Very truly yours

State Highway Engineer

RHB:HI

Signed, left at Jennings Lodge evening.

[illegible]
Please [illegible]
write a reply
for my
signature
[illegible]

PORTLAND ELECTRIC POWER COMPANY
"PEPCO"
GENERAL OFFICES
ELECTRIC BUILDING

329 ALDER STREET
PORTLAND, OREGON

July 10, 1933.

RECEIVED
JUL 14 1933
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 11 1933
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
H. G. Smith
By State Highway Engineer

Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

An order of the Commissioner of Public Utilities for the State of Oregon dated the 16th of March, 1932, provides for the manner of crossing of the new highway now being constructed between Portland and Oregon City over the track of this Company at Jennings Lodge station. We have now complied with this order with the exception of installing two automatic electric signal devices as a necessary warning and protection to travellers approaching this crossing. The cost of these signal devices to be divided equally between the State of Oregon and this company.

Before we place orders for these signals we would like your approval to the location and type of signal and we are enclosing herewith the following blue prints of our drawings, #391, General Plan of the crossing showing in red the proposed location of the two signals. The one southerly of the crossing may have to be moved farther south sometime in the future if other paving is laid for north bound travel only. #251 shows the type of signal which we recommend and which is in general use by the Pacific Electric Company of Los Angeles. #220 shows the type of signal in use by the Southern Pacific Ry. and others, and which we would be willing to install if you prefer it.

Both these types of signals are manufactured by the Magnetic Signal Co. whose address is 3355 East Slauson Ave., Los Angeles, California.

The cost of either type will be about the same and is estimated as follows:

Purchase of two signals, f.o.b. Portland	$710.00
Misc. materials and labor installing	225.00
Engineering and other expense @ 10%	93.20
	$1028.20

Please ~~give~~ write a reply for my signature.
RHB.

Off hand believe we should use the one they recommend

The cost may vary slightly from these figures but of course the State will be billed one-half of the actual cost.

We also enclose blue print of our drawing E 135 showing our standard right of way crossing sign, one of which will be placed to face in each approaching road direction.

Yours truly,

Chief Engineer, Railways.

July 7, 1933

Mr. E. R. Chandler
Highway Division Engineer
Office

Dear Sir:

I desire to bring forcibly to your attention the fact that I am very much displeased with the arrangements which were made for subgrading and gravel topping on the Jennings Lodge grading job.

There was little, if any, justification for doing this subgrading and gravel topping work on that unit when no such work had been done, or was considered necessary, on the adjoining units, and when the grading was to be followed up immediately with concrete pavement. Weather working conditions were very unfavorable for subgrading and gravel topping work, causing the work to be very expensive. The basis of payment used was out of line with usual practice, and, although it may not have overcompensated the contractor for the work as performed, it has the appearance of giving excessive compensation.

The performance of this work has resulted in an additional, and largely unnecessary, expense of approximately $2,000, and, therefore, cannot be passed over lightly. There positively must not be a recurrence of such an error in judgment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

cc H. C. Smith
cc Frank Young

168a

July 5, 1933

George A. Mercer, Adjuster
Aetna Casualty & Surety Company
Yeon Building
Portland, Oregon

Dear Sir:

Attention Mr. Carl V. Mauts

Reference is made to your letter of June 27 regarding contract No. 1411 awarded to the Dennis Construction Company for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway.

The records show this job was completed on May 11, 1933 and was accepted by formal action of the State Highway Commission on June 28, 1933. Semi-final payment in the sum of $916.71 is now in process of payment, the voucher having been sent to the Secretary of State on June 29, 1933. It is likely that the warrant will be mailed to you as assignee within the next few days.

The records show the final voucher will be in the amount of $861.99. Indications are that the voucher will be mailed to the contractor for acceptance within the next day or two.

Very truly yours

Secretary

HBG:jn

#1411
[illegible] Co

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING.
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

June 27, 1933

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Contract #1411 Dennis Construction
Company - Jennings Lodge Section

Dear Sir:

Will you please advise us when this contract was completed as well as the date of formal acceptance by the Commission. Also advise us when we may expect final settlement on this contract keeping inmind that the Aetna Casualty & Surety Company has an assignment to all funds now due or to become due the contractors.

We would be pleased to be advised as to the exact balance that is due on this contract and statement of any additional claims that may have been filed.

Yours very truly,

George A. Mercer, Adjuster

By Carl V Mauty

CVM V

Jim
What is the [illegible] this job?

[illegible] June 11, 1933 [illegible] June 28, 1933?
[illegible] $[illegible]71.40 [illegible] June 29, 1933
[illegible] days.
Final $861.11 [illegible] Sig. [illegible] days.

#1411

168a

June 27, 1933

Aetna Casualty & Surety Company
3 Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed by Collins Concrete Pipe Company with the Secretary of State against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

The amount of the claim is $712.94 and is for material and labor furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Dennis Construction Co.
Milwaukie, Oregon

June 27, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 27 enclosing copies of notice of claim filed by Collins Concrete Pipe Company against Dennis Construction Company and the surety bond furnished by it in connection with State Highway Contract No. 1411, grading of Jennings Lodge Section of the East-Portland-Oregon City Highway in Clackamas County, said claim being in the sum of $712.94.

Copies of the notice are being mailed to the contractor and its surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

June 26, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

On May 22nd there was filed in this office a notice of claim by Collins Concrete Pipe Company for material and labor furnished in the amount of $712.94 against the bond taken from Dennis Construction Company, principal, for work on the East Portland-Oregon City Highway, contract No. 1411.

A copy of this notice is enclosed for your information and files, together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

AFFIDAVIT

STATE OF OREGON)
COUNTY OF MULTNOMAH) ss

I, Ray Collins, being first duly sworn, depose and say that I am Vice-President of the Collins Concrete Pipe Company. That the Collins Concrete Pipe Company furnished to J. S. Risley and G. D. Dennis, doing business as Dennis Construction Company, material and labor amounting to One Thousand One and 10/100 Dollars ($1001.10) on their with the State of Oregon on the East Portland, Oregon City Highway in Clackamas County, Jennings Lodge Section known as Contract No. 1411 and that there is a balance due on said account of Seven Hundred Twelve and 94/100 Dollars ($712.94). That this affidavit is being made for the purpose of collecting the balance now due the Collins Concrete Pipe Company on the Jennings Lodge Contract described above.

Dated this 19th day of May, 1933.

RAY COLLINS

Subscribed and sworn to before me this 20 day of May, 1933.

(SEAL)

CHAS. H. JOHNS
Notary Public for Oregon.
My Commission expires________
Notary Public for Oregon
My commission expires March 2nd 1935

Endorsed: File No. 2251½
Filed May 22, 1933
HAL E. HOSS,
Secretary of State

168a

June 27, 1933

Mr. George A. Mercer, Adjuster
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Dear Sir:

Replying to your letter of June 24 concerning Contracts Nos. 1411 and 1425 with Dennis ConstructionCompany:

Final payment in connection with Contract No. 1425, in the sum of $840.39, is being mailed to you today to be disbursed in payment of claims against this project.

Inquiry concerning the Jennings Lodge Section Contract No. 1411 reveals that the semi-final payment in connection with this contract, amounting to $816.71, will be presented to the State Highway Commission for approval on Wednesday of this week, the warrant to be mailed to you for payment of claims against this project as soon as it is received from the Secretary of State's office. Final payment in connection with this job, amounting to about $800.00 or $900.00, is being prepared and will be sent to the contractor within the next few days for acceptance.

Very truly yours

Secretary

HBG:AJ

June 26, 1935

H/ B G.

Status of Dennis Construction Company contracts is as follows:

No. 1425 - North Portland Overcrossing - Warrant in amount $840.39 is being held in Auditors office covering final payment. Is assigned to Surety Company. I think that you said to hold this payment pending settlement of certain claims.

No. 1411 - Jennings Lodge Section - Voucher covering Semi-final payment $916.71 is going to the Commission for signature tomorrow. Final in amount $861.99 will be made up and sent to contractors for signature within the next few days.

J. McF.

#1411
#1425

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

June 24, 1933

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Contract #1411 and #1425
Dennis Construction Company

Dear Sir:

It is our understanding from a recent communication which you sent us that the Commission has decided to make final payments under the above contracts to the Aetna Casualty & Surety Company as assignee of the contractor.

Are you able to advise us when we may expect receipt of these payments.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

[illegible]

#1411

168a

June 22, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 17 enclosing copies of notice of claim filed by Standard Oil Company of California, in the sum of $585.56, against Dennis Construction Company for petroleum products furnished it in connection with State Highway Contract No. 1411, grading Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

Copies of the notice are being forwarded to the contractor and its surety.

Very truly yours

Secretary

AJ

June 22, 1953

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed by Standard Oil Company against Dennis Construction Company in connection with its contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, State Highway Contract No. 1411.

The amount of the claim is $585.56 and is for petroleum products furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Dennis Construction Co.
Route 10
Milwaukie, Oregon

C. M. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

June 17, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We have received from Dey, Hampson & Nelson, Attorneys, Portland, Oregon, and filed as of this date a notice of claim by Standard Oil Company of California for materials furnished in the sum of $585.56 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, Contract No. 1411.

A copy of this notice is enclosed for your information and files together with two addional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

COPY

TO HONORABLE HAL E. HOSS, Secretary of State of the
State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise consisting of petroleum products, in the sum of Five Hundred Eighty Five and 56/100 Dollars ($585.56), furnished to G. D. Dennis and J. S. Risley, co-partners doing business under the firm name and style of Dennis Construction Company, principals, and Aetna Casualty & Surety Company, surety, in connection with the prosecution of the work of grading .78 miles of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, Oregon, being Oregon State Highway Contract No. 1411.

STANDARD OIL COMPANY OF CALIFORNIA

By W. L. Muncy

District Sales Manager.

Endorsed: File No. 8262
Filed June 17, 1933
HAL E. HOSS,
Secretary of State

#1411

118-a

June 10, 1933

Dennis Construction Company,
Route #10, Box 390,
Milwaukie, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1411 for the construction of the Jennings Lodge Section, expired on May 1st, 1933. According to our records this contract was not completed until May 31, 1933. Therefore, before final payment can be made it will be necessary to have your application for an extension of time of thirty days on this contract. Your application must be accompanied by the written consent of your surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

June 10, 1933

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

Reference is made to your letter of June 9 requesting detailed information concerning the Dennis Construction Company contract for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway.

The contract to which you refer is State Highway Contract No. 1411 and is described as the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, consisting of .78 miles of grading work.

Our records show that the above contractor is a partnership consisting of G. D. Dennis, Oswego, and J. S. Risley, Milwaukie. The bond in this instance was written by the Aetna Casualty & Surety Co., Bates, Lively & Pearson, Agents, Yeon Building, Portland.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF

June 9, 1933.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

The Standard Oil Company has a claim against the Dennis Construction Company in connection with the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

We desire to file a formal claim with the Secretary of State and to enable us to do so we will appreciate it if you will send us a correct description of the work covered by the contract, whether the Dennis Construction Company is a co-partnership or a corporation and the name of the surety on the bond given by it.

Thanking you for this information, we are

Very truly yours,

Dey, Hampson Nelson

17/24

Form [illegible]

STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending June 5, 1933, 193

Section Jennings Lodge	Kind of work Grading
Highway East Portland--Oregon City	Section prefix 3PO 168-a
Contractor Dennis Construction Co.	Contract number 1411
Date of contract Sept. 28, 1932, 193	Date of completion Jan 31, 1933, 193
Date work started Oct. 5, 1932, 193	Estimated date of completion May 31, 1933, 193
Amount of contract $ 11,507.00	Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 14,429.57

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 693.34, 4.8 % Date project was completed May 31, 1933, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work completed May 31, 1933.

NOTED
H. G. SMITH

F. T. Young

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.78				
Miles partially completed	0.78				
Miles completed	0.78				
Total estimated quantities	33,798				
Estimated quantities moved or placed to date	33,798				
Average daily quantities this week	none				
Average daily quantities necessary to complete project on time	none				
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Commissioners
LESLIE M. SCOTT, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
SALEM

11/2a

May 27, 1935.

In Reply Please
Refer to File No.
108-1-5

Mr. Thomas Pumfrey,
Chief Engineer, Railways
Portland Electric Power Co.,
329 Alder Street,
Portland, Oregon.

Dear Sir:

In reply to your letter of May 22nd regarding the crossing to be constructed at the Jennings Lodge grade crossing, we have referred to the testimony advanced at the hearing before the Public Utilities Commissioner February 18th, 1935, and quote from Mr. Lines' final summation of his understanding of the situation as follows:

> "Mr. Hanser, speaking for the Pacific Northwest Public Service Company, in the event permission is given for the establishment of a crossing at grade at this point my company will be willing to undertake one-half of the expense incurred in paving the intersectional area, one-half of the expense incurred in the installation of proper signal safety devices which in the judgment of the Commissioner is necessary at that point, and we will maintain these devices and we will be willing to maintain the paving in the track area and for a distance of eighteen inches outside of the outer rails".

It is our understanding that no other type of construction was ever considered except that of cement, concrete blocks, bituminous, or some other equally durable and lasting type of pavement.

Going back to the petition of the State Highway Commission, and with reference to that portion of this petition dated January 22nd, 1935, we advised therein that "said paving should extend entirely across and for a reasonable distance on each side of the entire width of the traveled way of said highway as the same is constructed and opened to traffic". This portion of the petition was not denied in the hearing before the [illegible] Utilities Commission, and we believe became the basis for [illegible] agreement that one-half of the cost of the paving would [illegible] paid for by your Company and one-half by the State.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY
OREGON STATE
OFFICE OF

May 27, 1933.

Mr. Thomas Pumfrey - #2.

We trust that the above information will satisfactorily explain our position in this respect.

Yours very truly,

WM. R. CHANDLER
Division Engineer.

VO'N:ER

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. W. DeSousa
Mr. F. T. Young
Mr. F. B. Eason

#1411

168-a

May 27, 1933.

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of May 26th with attached copies of notice of claim which has been filed by the M. R. Senter Tool Works for materials furnished in the amount of $86.80, together with interest at 6% from December 1st, against the Dennis Construction Company in connection with contract No. 1411 covering work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

We are today mailing a copy of this notice of claim to the contractor and the surety.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MG

May 27, 1933

Aetna Casualty & Surety Co.
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have received notice of claim filed by the M. R. Senter Tool Works against the Dennis Construction Company for materials furnished amounting to $36.20, together with interest at 6% from December 1st, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, contract No. 1411.

We are enclosing herewith copy of this notice of claim as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

RBG:MC

cc - Dennis Construction Co.
Rt. 10, Box 390,
Milwaukie, Oregon

C. H. Laughrige, Chief Deputy

Hal E. Hoss
Secretary of State
Salem, Oregon

May 26, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by M. R. Senter Tool Works for materials furnished in the amount of $86.20, together with interest at 8% from December 1st, against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, Oregon, State Highway contract No. 1411, has been filed in this office today.

A copy of this claim is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

M. R. SENTER TOOL WORKS
Contractors Tools & Tool service
Drills prepaired for timkin rock bits
Light forging
103 E. Water St. Foot of Washington
Phone EAst 2782
Portland, Oregon

To STATE of OREGON, Highway Dept.:

"Notice hereby is given that the undersigned, the M. R. Senter Tool Works, has a claim for drills and drill sharpening in the sum of eighty-six dollars and twenty cents ($86.20) plus 6% interest from Dec. 1st until paid, against the bond taken from Aetna Casualty & Surety Company, for the work of grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, State HighwayContract No. 1411, and awarded by the State Highway Commission to the Dennis Construction Co.

M. R. SENTER TOOL WORKS,

BY M. R. Senter

Endorsed: File No. 2255
Filed May 26, 1933
HAL E. HOSS,
Secretary of State

#1411

168a

May 25, 1933.

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of May 24th with attached notice of claim which has been filed by the Panther Oil & Grease Manufacturing Company against the Dennis Construction Company for materials furnished in the amount of $150.82 in connection with contract No. 1411 which covers construction on the Jennings Lodge Section of the East Portland-Oregon City Highway.

We are today forwarding copies of this claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

May 26, 1933

Aetna Casualty & Surety Co.,
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are enclosing herewith notice of claim filed by the Panther Oil & Grease Manufacturing Company against the bond of the Dennis Construction Company for materials furnished in the amount of $150.82 in connection with contract No. 1411 which covers construction on the East Portland-Oregon City Highway, Jennings Lodge Section.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MG Secretary

cc - Dennis Construction Co.
Rt. 10, Box 390,
Milwaukie, Oregon

C. H. Laughridge, Chief Deputy

Hal E. Hoss
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 25 1933
OREGON
STATE HIGHWAY COMMISSION

May 24, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Panther Oil & Grease Manufacturing Company for materials furnished in the amount of $150.82 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge Section of the East Portland-Oregon City Highway, State Highway contract No. 1411, has been received and filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
enc. 3

STATE OF TEXAS }
COUNTY OF TARRANT } ss:

Notice is hereby given that the undersigned, Panther Oil & Grease Mfg. Co., Inc., has a claim for One Hundred Fifty and 82/100 ($150.82) Dollars covering two-half drums New Pantherized Sure Grease "Micro-Phytic Processed" #2, Special for Tractor Rollers, 605 pounds; one-half drum New Pantherized Sure Grease, "Micro-Phytic Processed" #0, Special for Transmissions, 309 pounds, and one-quarter drum Sure Outside Gear Grease #4, 161 pounds, in the sum of One Hundred Fifty and 82/100 ($150.82) Dollars against the bond taken from the Aetna Casualty and Surety Company, Bates, Lively & Pearson, Agents, Yeon Bldg., Portland, Oregon, in the name of the Dennis Construction Company as Principal for the work of improving the Jennings-Lodge Section of East Portland-Oregon City Highway, Clackamas County, Oregon, State Highway Contract No. 1411.

J. A. ELLING
Credit Manager - PANTHER OIL & GREASE
MFG. CO.

Subscribed and sworn to before me this the 22nd day of May A. D. 1933.

(SEAL)

CARL SHANKS
Notary Public in and for Tarrant
County, Texas.

My Commission expires
May 31st, 1933.

Endorsed: File No. 2252
Filed May 24, 1933
HAL E. HOSS,
SECRETARY OF STATE.

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

168-a

May 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Thomas Pumfrey,
Chief Engineer, Railways
Portland Electric Power Co.,
329 Alder Street,
Portland, Oregon.

Dear Sir:

I wrote you a few days ago concerning concreting the rails in at the Jennings Lodge grade crossing. Since writing this letter I have taken the matter up with State Highway Engineer Baldock and he states that it was their understanding that this crossing would be concreted, and he feels that it should be done.

We would like to do this paving when the main road is paved to save expense. Therefore, I would like to have you get in touch with Mr. Young to find out definitely when the contractor will be at this crossing so that you may have your ties and rails ready for the contractor when he gets there. This will, of course, be cheaper for all concerned than any other way of doing the work.

It is our intention to put in an expansion joint at the end of the ties and work the concrete in all around the ties and slightly under if possible, but not to set the ties on a heavy mat of concrete. The cost of this work will, of course, be on a fifty-fifty basis.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. J. W. DeSousa
Mr. F. T. Young
Mr. F. D. Eason

April 17, 1933

Tiffany Grease Works
200 N. Trinity Avenue
Fort Worth, Texas

Attention of Mr. R. H. Wyatt, Credit Manager

Gentlemen:

Reply is made to your letter of April 13 inquiring as to the status of state highway contracts awarded to Dennis Construction Company for the construction of Jennings Lodge Section of the East Portland-Oregon City Highway and to the Meyers Contract Co. for the construction of the Woodburn-Brooks Section of the Pacific Highway.

Contract No. 1411, covering the construction of the Jennings Lodge Section was delayed on account of adverse weather conditions, but we expect that it will be completed by April 20.

We have paid the contractor $12,134.28 and our retained percentage at the present time amounts to $865.03. The contractor has assigned all monies due him in connection with this project to the surety on the bond furnished by him in connection with his contract. The bond was written by Aetna Casualty & Surety Company, and its resident agents are Bates, Lively & Pearson, Yeon Building, Portland.

The Woodburn-Brooks contract with Meyers Contract Company (State Highway Contract No. 1396) was completed on February 28, 1933. We expect to make final payment for this work within the next thirty days. We have paid this contractor $46,425.67, our retained percentage being $3,586.99. The bond furnished by the contractor in connection with this contract was written by Globe Indemnity Company, for which Geo. S. Kerr Co. is the resident agent with offices in the Title & Trust Co., Portland.

Very truly yours

Secretary

HBG:AJ

TIFFANY
LUBRICANTS
FINE AS A SILKY FILM OF GAUZE
TOUGH AS A RHINO HIDE

TIFFANY
LUBRICANTS
AMERICA'S FINEST-
ADD YEARS TO GEARS

TIFFANY GREASE WORKS
200 N. TRINITY AVENUE
FORT WORTH, TEXAS

April 15th,1933.

AIR MAIL.

The Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention: Mr. H.B. Glaisyer, Secretary.

RE:Dennis Construction Company, contractors,
Jennings Lodge Section of the East Portland-
Oregon City Highway in Clackamas County and
Meyers Contract Company, contractors, on the
Woodburn-Brooks Section of the Pacific Highway
in Marion County.

On February 7th,1933, you were kind enough to give us certain information in connection with the above mentioned contractors and projects.

As considerable time has elapsed, we are writing to inquire of the present condition of both of these jobs and the enclosed postage paid envelope is for your convenience in giving us a brief but detailed statement, showing whether or not the job has been completed and paid for and, if so, the date of completion and acceptance and, if not, state just what has been accomplished and the approximate date on which each job will be completed.

We shall be grateful for this courtesy on your part.

Yours very truly,

TIFFANY GREASE WORKS.

R H Wyatt
Credit Manager.

E:D

Jim
Please prepare data
HBG

RECEIVED
APR 17 1933
OREGON
STATE HIGHWAY COMMISSION

"good as gold" TIFFANY "America's Finest"

#1411

168-a

April 6, 1933.

Shell Oil Company
Oregon City, Oregon

Attention: R. Ross
Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of April 5th in which you make further inquiry concerning the Dennis Construction Company contract No. 1411 covering grading of the Jennings Lodge Section of the East Portland-Oregon City Highway.

Please be advised that on account of weather conditions the work on this contract has been somewhat delayed and we have been advised that the contract will be completed about April 10th. Final payment will not be made on this contract for at least thirty days.

Yours very truly,
State Highway Commission

Secretary

JM:MC

#1411

SHELL OIL COMPANY

PETROLEUM PRODUCTS

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oregon City, Oregon
April 5, 1933.

State of Oregon
Highway Engineer
Capitol Building
Salem, Oregon

Gentlemen:

According to information submitted by your office November 10, 1932, the date of completion shown on Contract Number 1411, (Dennis Construction Company) was January 31, 1933.

We were wondering if it would be possible for you to advise approximate date the State of Oregon Hiway Commission will accept the above mentioned job. As near as we are able to learn from the resident engineer actual acceptance is being held up due to additional work being done on the road shoulders.

Yours very truly,

SHELL OIL COMPANY
R. Moss
CREDIT DEPARTMENT

R

RECEIVED
APR 6 1933
OREGON
STATE HIGHWAY [illegible]

#1411

168-a

April 6, 1923.

Dennis Construction Co.,
Rt. 10, Box 390
Milwaukie, Oregon

Gentlemen:

This is to advise you that the time limit on your Contract No. 1411 for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway expired on March 2nd. Please make application for further extension of time on this contract so that it will not be necessary to hold up payment of your estimates. Your application must be accompanied by the written consent of surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

JM:MC

Secretary

#1411

168a

April 4, 1935

Standard Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of April 2nd concerning the Dennis Construction Company contract No. 1411 for the construction of the Jennings Lodge Section in Clackamas County.

Please be advised that on account of weather conditions the work on this contract has been delayed and at the present time the project is approximately 98% complete. It is estimated that the work will be completed about April 30th, 1935. The retained percentage is $863.03.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P.O. DRAWER 97

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

April 3, 1933

Dennis Construction Co.

Oregon State Highway Commission
Salem, Oregon

RECEIVED
APR 4 1933
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

We supplied the Dennis Construction Company with petroleum products that were used in connection with their State of Oregon Highway Contract #1411, which calls for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County. It is our understanding that this contract was completed sometime ago.

Will you please inform us if the contractors have received full settlement from the State and the approximate date that payment was made. In the event payment has not yet been made covering the full amount will you please inform us the approximate amount withheld as well as the date when the money will likely be paid.

For your convenience in replying a stamped addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By T M Ewing

CDE:LP

#1411
168-a.

March 30, 1933

Aetna Casualty & Surety Company
% Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim that has been filed with the Secretary of State by Loggers and Contractors Machinery Company against the surety bond furnished by Dennis Construction Company in connection with State Highway Contract No. 1411, grading of Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

The claim is in the sum of $249.49 and is for repairs to machinery and rental of a scraper.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

HBG:AJ

cc Dennis Construction Co.
Milwaukie, Ore.

March 30, 1933

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 28 enclosing copies of notice of claim filed by Loggers and Contractors Machinery Company against Dennis Construction Company and its surety in connection with State Highway Contract No. 1411, grading of Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

Copies of the notice are being mailed to the contractor and its surety.

Very truly yours

Secretary

HBG:AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

March 28, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We have today filed a notice of claim by Loggers and Contractors Machinery Company for repairs furnished in the sum of $249.49 against the bond taken from Dennis Construction Company, principal, and Aetna Casualty & Surety Company, surety, for work on the Jennings Lodge job.

We are enclosing a copy of this notice for your information and files together with two additional copies, oneof which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

Secretary of State

HM
Enc. 3

[illegible]
MAR [illegible]0 1933
OREGON

COPY

MARCH 27th, 1933

TO: Hal E. Hoss
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned Loggers and Contractors Mchy. Company has a claim for repairs furnished for Model SIXTY "Caterpillar" Tractor, No. 5265-A, and LaPlant-Choate Bulldozer #A-1052 and Model S-8 ATECO scraper; also rental on Model S-8 ATECO Scraper, as per copies of invoices attached, in the sum of $249.49 against the bond taken from the Aetna Casualty & Surety Company, 513 Yeon Bldg. Portland, Oregon for the work of the Dennis Construction Co., Rte. #10, Milwaukie, Oregon on their job known as the Jennings Lodge job.

LOGGERS & CONTRACTORS MCHY. CO.

By A. F. Sersanous
Treasurer

Endorsed: File No. 2229
Filed March 28, 1933
HAL E. HOSS,
Secretary of State

Mil. Ore City Sec
Pr Cont

~~#7~~
168-a

STATEMENT OF COST OF IMPROVEMENT

MILWAUKIE-OREGON CITY SECTION

EAST PORTLAND-OREGON CITY HIGHWAY

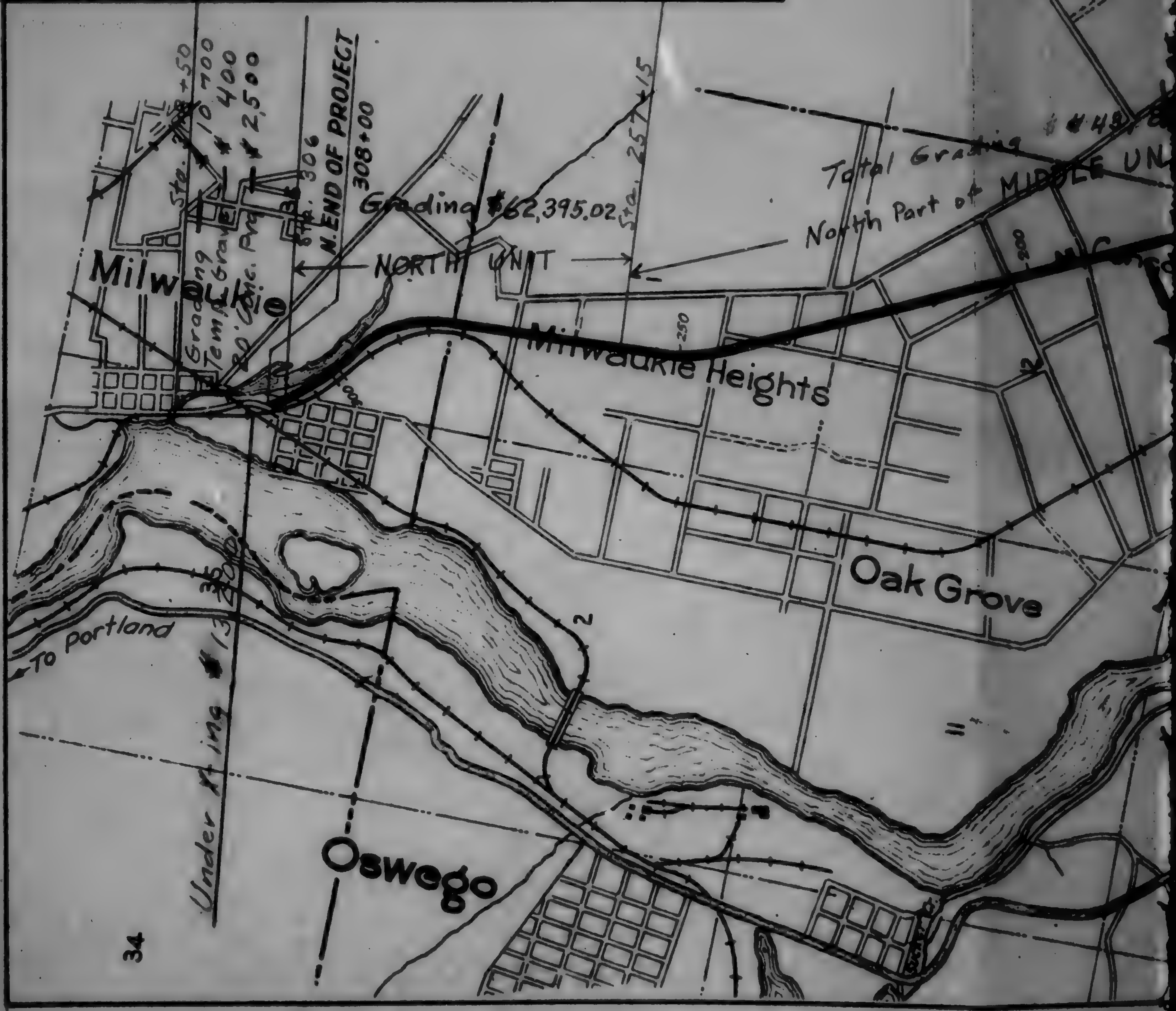
March 22, 1933.

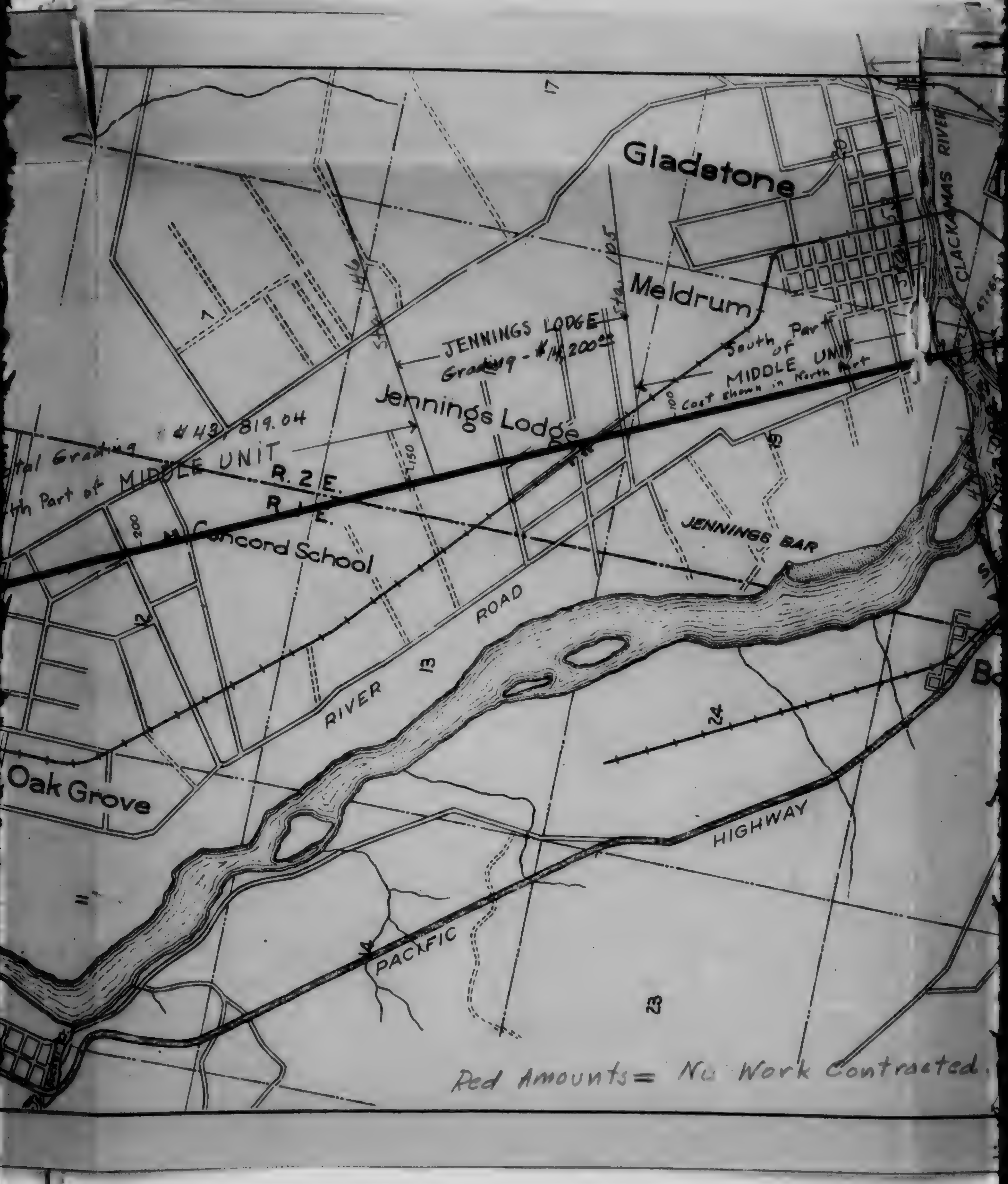
Location Survey - Milwaukie to Oregon City - By Clackamas County		
Re-location Survey - Milwaukie-Oregon City		$ 3,200.00
Completed Contracts		
Grading, North Unit-Milwaukie-Oregon City	$ 62,395.02	
" Middle " " " "	43,819.04	
" South " " " "	58,428.20	
Abernethy Creek Bridge	25,823.94	
TOTAL COST OF COMPLETED CONTRACTS		$190,466.20
Uncompleted Contracts		
Grading, Jennings Lodge Section	$ 14,200.00	
Paving, Milwaukie-Oregon City	119,200.00	
Clackamas River Bridge	172,000.00	
Grading, Clackamas River Bridge Approaches (½ haul from Canemah)	8,600.00	
Clackamas River Relief Opening	8,700.00	
TOTAL ESTIMATED COST TO COMPLETE PRESENT CONTRACTS		$322,700.00
TOTAL ESTIMATED COST OF PRESENT IMPROVEMENT AND PRESENT CONTRACTS		$516,366.20
Estimated Cost to Construct Gaps		
Grading, Surfacing & Paving Milwaukie Section	$ 13,600.00	
Under Crossing at Milwaukie	13,200.00	
Paving Abernethy Bridge-Oregon City	2,700.00	
Total Estimated Cost to Complete		$ 29,500.00
TOTAL ESTIMATED COST TO COMPLETE, MILWAUKIE-OREGON CITY		$545,866.20

OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
To Accompany Plans for

PAVING
MILWAUKIE - OREGON CITY SECTION

EAST PORTLAND - OREGON CITY HIGHWAY
CLACKAMAS COUNTY
Scale: 1" = 2000'   Aug. 1932



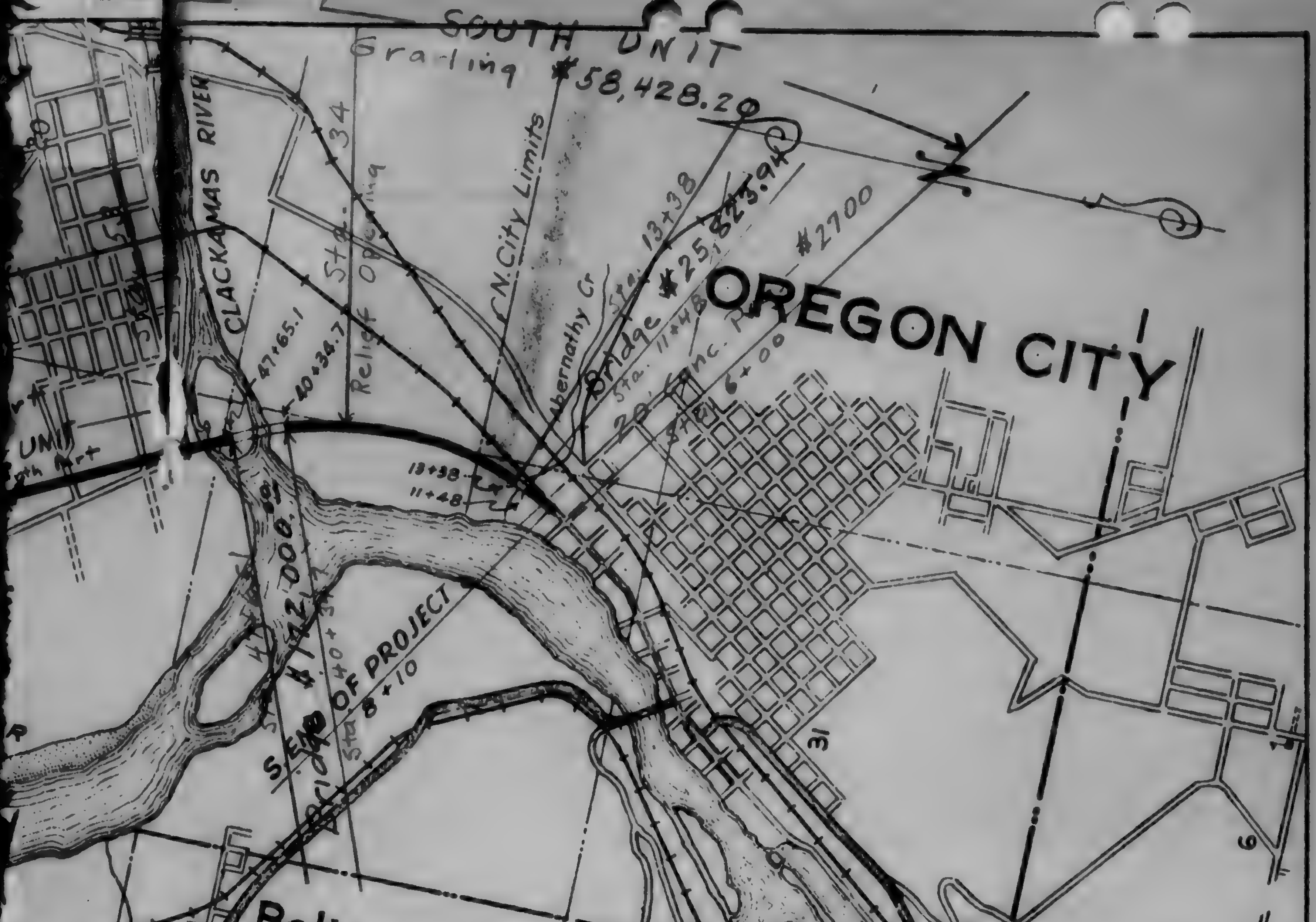


JENNINGS LODGE
Grading - $14,200.00

tal Grading $43,819.04
th Part of MIDDLE UNIT

South Part of MIDDLE UNIT
Cost shown in North Part

Red Amounts= No Work Contracted.


SOUTH UNIT
Grading #58,428.20
Sta. 34
Relief Opening
N. City Limits
CLACKAMAS RIVER
47+65.1
40+34.7
Abernathy Cr
Sta. 13+38
Bridge #25,823.94
Sta. 11+48
20' Conc. P.
Sta. 6+00
#2700
OREGON CITY
UNIT
13+38
11+48
#12,000.00
Sta. 40+34
S. END OF PROJECT
Sta. 8+10
31
Bolton
25
West
36
Oregon City
Canemah
15
6
To S
Contracted.

STATEMENT OF COST OF IMPROVEMENT TO FEBRUARY 15, 1933.

Portland-Oregon City Highway.

Location Survey	Milwaukie to Oregon City by Clackamas County		
Re-location Survey	Milwaukie-Canemah		$ 4,637.06

Construction Engineering

Milwaukie-Oregon City - North Unit	$ 3,426.21	
" " " - Middle "	2,967.92	
" " " - South "	894.30	
Abernethy Creek Bridge	1,664.48	8,952.91
Total Engineering to Feb. 15, 1933 on completed work		$13,589.97

Completed Construction

Milwaukie-Oregon City - North Unit	$59,158.47	
" " " - Middle "	41,147.02	
" " " - South "	57,533.90	
Abernethy Creek Bridge	24,155.03	
Total Completed Contracts to Feb. 15, 1933		$181,994.42

Engineering Cost on Uncompleted Contracts

Jennings Lodge Section	$ 435.00	
Milwaukie-Oregon City Paving	1,632.00	
Clackamas River Bridge	8,302.96	$ 10,369.96

Now Spent on Uncompleted Construction Under Contract

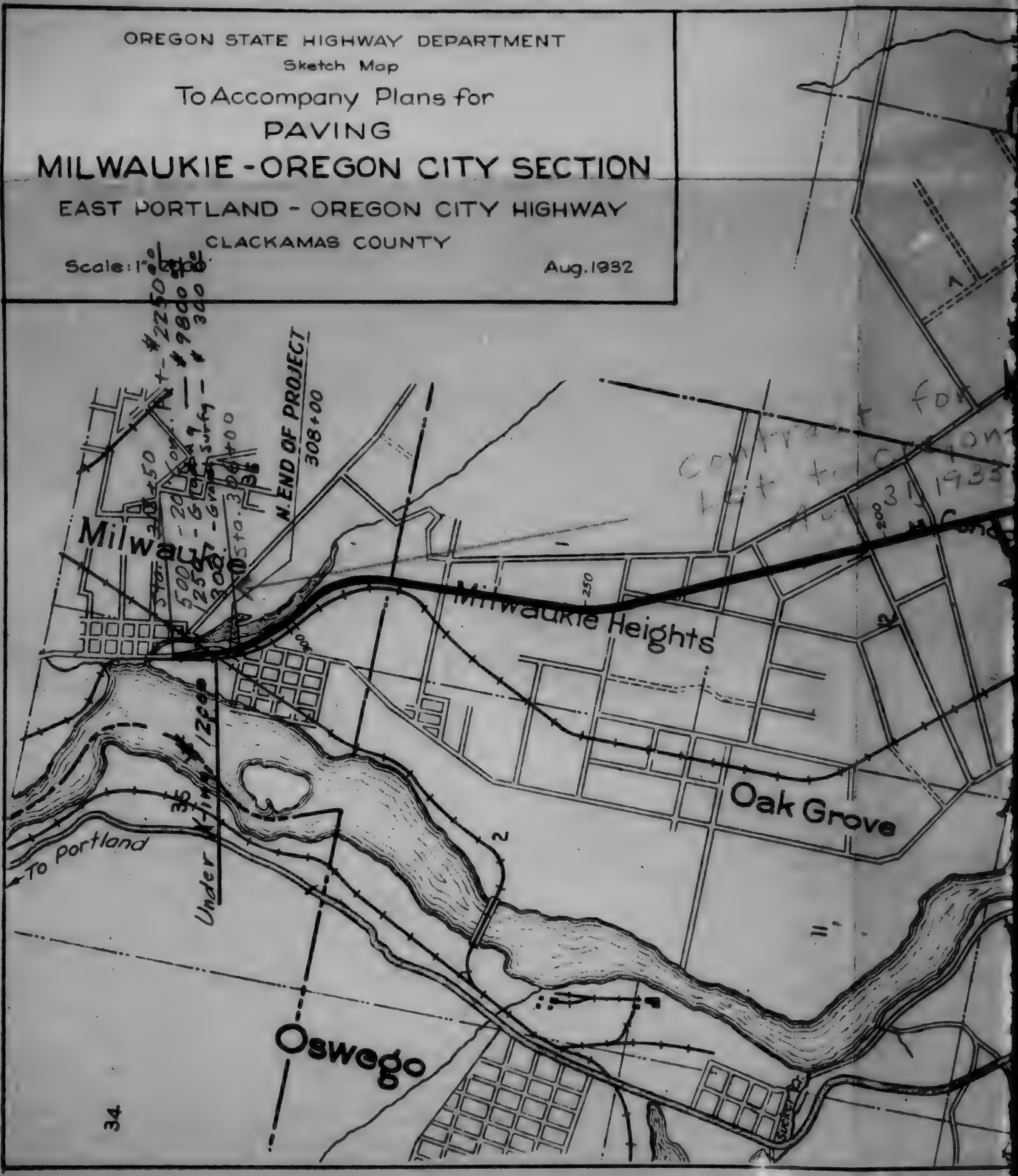
Jennings Lodge Section	$12,997.31	
Milwaukie-Oregon City Paving	48,293.89	
Clackamas River Bridge	146,036.13	$207,327.33

TOTAL COST TO FEBRUARY 15, 1933.	$413,281.68
Estimated Engineering Cost to Complete Present Contracts	1,865.00
" Construction " " " " "	101,500.00
TOTAL COST OF PRESENT IMPROVEMENT AND PRESENT CONTRACTS	$516,646.68

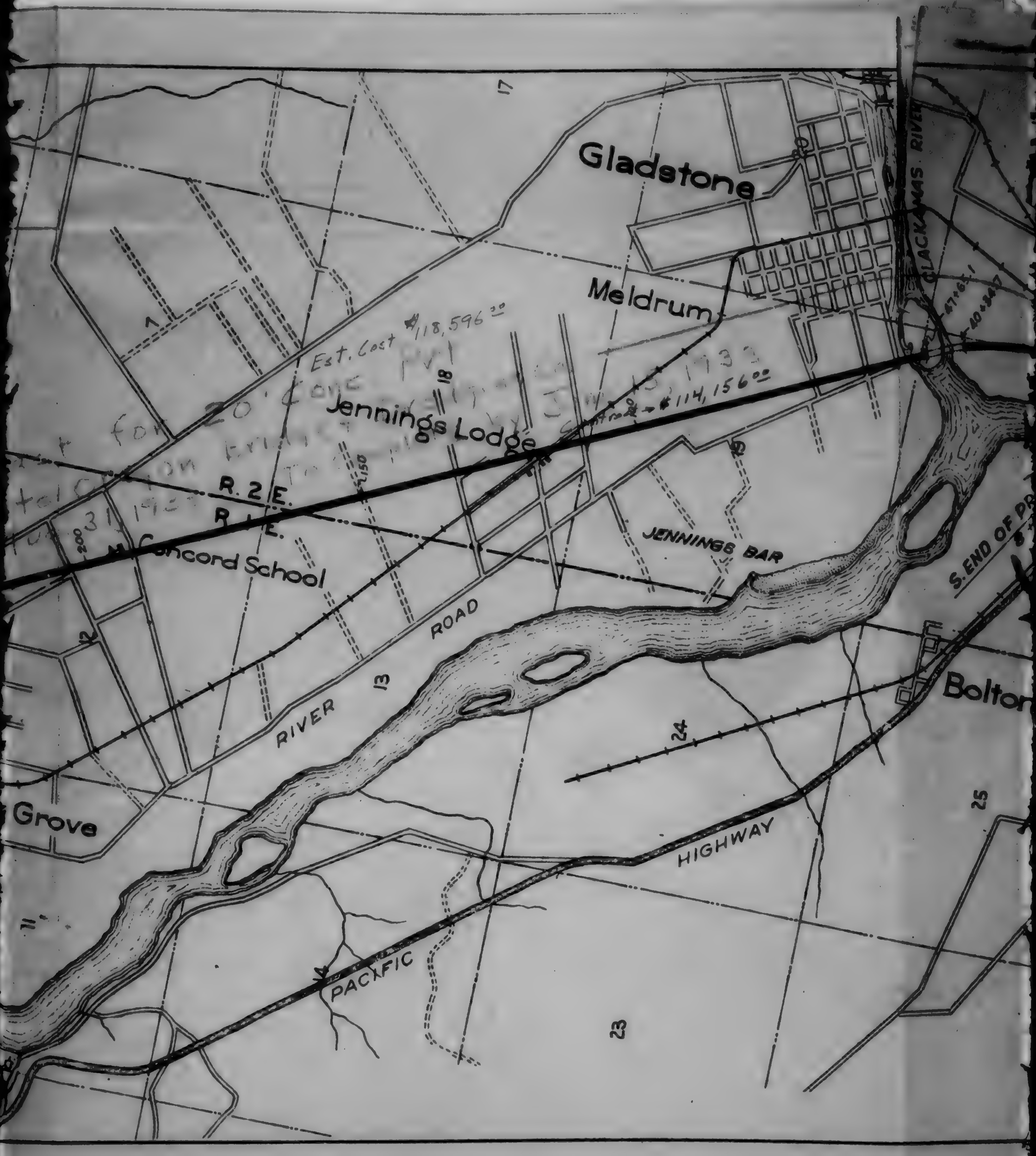
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
To Accompany Plans for

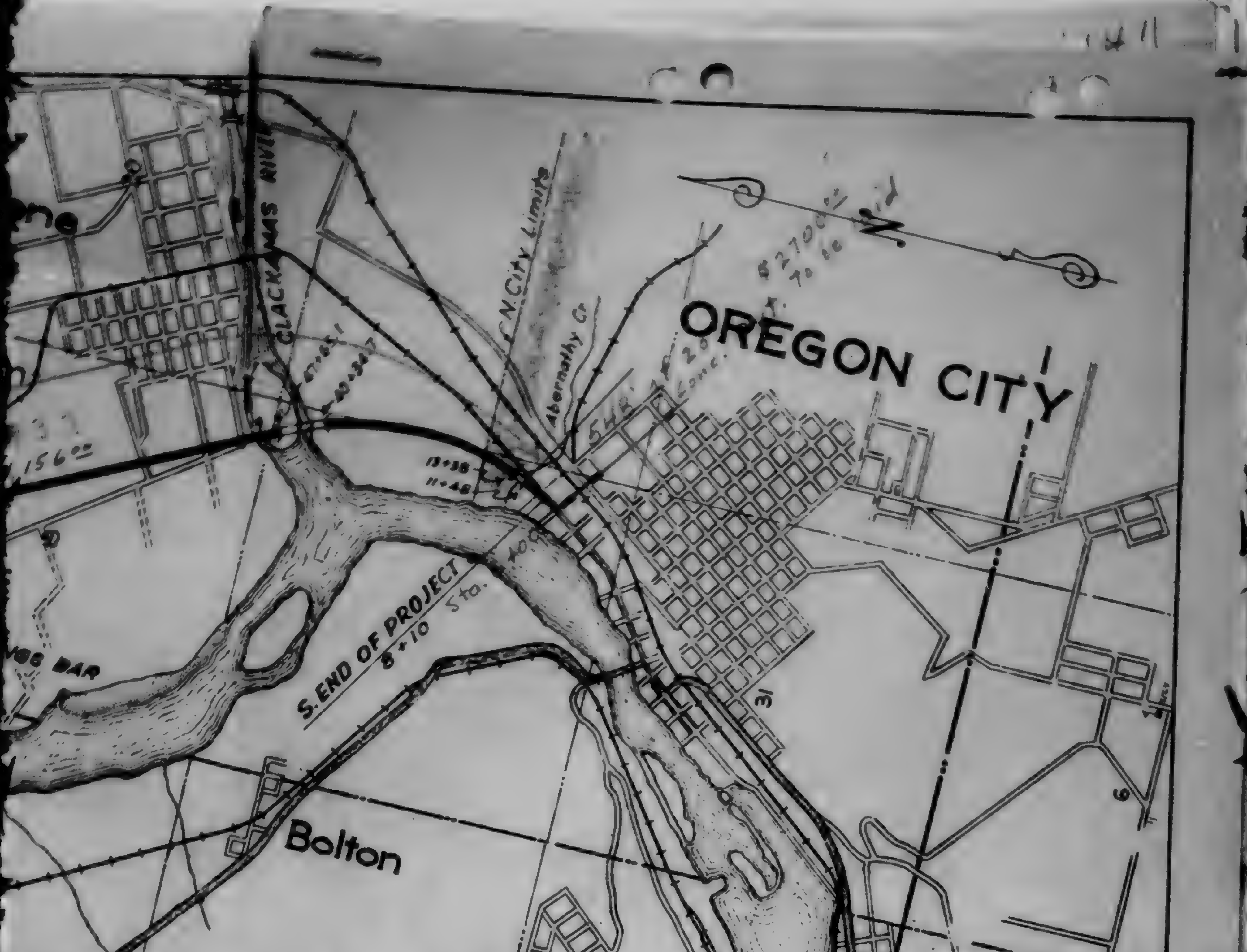
PAVING
MILWAUKIE - OREGON CITY SECTION

EAST PORTLAND - OREGON CITY HIGHWAY
CLACKAMAS COUNTY
Scale: 1" = 2000'
Aug. 1932



Contract for [illegible]
Let to [illegible]
Aug 31 1933

Gladstone
Meldrum
CLACKAMAS RIVER
47+65.1
40+34.7
Est. Cost $118,596.00
Contract → $114,156.00
1933
Jennings Lodge
R. 2 E.
R. 1 E.
Concord School
JENNINGS BAR
S. END OF PR
Bolton
RIVER ROAD
Grove
HIGHWAY
PACIFIC
17
18
13
24
25
23
1
2
150
200


OREGON CITY
N
$2700
To be
CLACKAMAS RIVER
N. City Limits
Abernathy Cr.
13+38
11+48
S. END OF PROJECT
8+10
Sta.
Bolton
West Oregon City
Canemah
To Salem
HWAY
25
36
31
9
15
16
156

Estimate of Cost to Complete
20' Concrete Pavement

MILWAUKIE TO OREGON CITY SECTION

East Portland-Oregon City Highway.

March 14, 1933.

Milwaukie Section, Grading - 70' Roadbed.				
Excavation, Single Classification	24,850 cu.yds.	0.30	$ 7,455.00	
Rock Wall	300 " "	5.00	1,500.00	
			$ 8,955.00	
Plus 10% for Engineering and Contingencies			845.00	
ESTIMATED TOTAL COST OF GRADING				$ 9,800.00
Under-Crossing Structure at Milwaukie (Bridge Dep't. Est.)				12,000.00
20' Concrete Pavement and 8' Gravel Shoulders -10" Thick Milwaukie Section (Sta. 309-Sta. 314) East Side	500 lin.ft.	4.50	$ 2,250.00	2,250.00
32' Gravel Surfacing, 8" Thick, Milwaukie Section (Sta. 306-Sta. 309) (Temporary Connection from West to East side of center line)				
$\frac{300 \times 32 \times 8/12}{27}$ =	240 cu.yds.	1.25	$ 300.00	300.00
				$24,350.00
Plus 10% for Engineering and Contingencies				2,450.00
TOTAL EST. COST TO PROVIDE 20' SURFACE AT MILWAUKIE				$26,800.00
20' Concrete Pavement and Gravel Shoulders north of Oregon City (Sta. 6+00-Sta. 11+48) (Main & 15th Sts.-Abernethy Bridge)	548 lin.ft.	4.50	$ 2,466.00	2,700.00
TOTAL ESTIMATED COST TO COMPLETE				$29,500.00

#1411

118a

March 22, 1955

Aetna Casualty and Surety Company
% Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention of Mr. Carl V. Mantz

Gentlemen:

Acknowledgment is made of the receipt of your letter of March 21 enclosing assignments in duplicate from Dennis Construction Company to the Aetna Casualty and Surety Company of all payments due or to become due that company in connection with its Contract No. 1411, construction of Jennings Lodge Section of East Portland-Oregon City Highway, and Contract No. 1425, construction of the North Portland-Overcrossing on Secondary Highway No. 120 in Multnomah County.

We shall be pleased to honor this assignment and will mail future warrants in connection with the above mentioned work to the assignee in conformance with the provisions thereof.

Very truly yours

Secretary

HBG:AJ

cc Carl Smith

assignment filed in contract

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

March 21, 1933

H. S. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract #1411 - Jennings Lodge Section of East Portland,-Oregon City, Oregon
Contract #1425 North Portland Over-crossing on Secondary Highway #120 in Multnomah County

Dear Sir:

Inclosed you will find assignments in duplicate assigning monies now due or to become due to the Aetna Casualty & Surety Company.

Please send all further payments to this office.

Yours very truly,

George A. Mercer, Adjuster
By Carl V. Mauty

CVM V

168-a

March 8, 1933

Aetna Casualty & Surety Company
℅ Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Attention of Mr. Carl V. Mautz

Gentlemen:

Reply is made to your letter of the seventh inst., concerning the contracts awarded to Dennis Construction Company for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway and for the construction of the North Portland Overcrossing Section of Secondary Highway No. 120, being Contracts Nos. 1411 and 1425 respectively.

It is noted that you wish no further payments made to Dennis Construction Company in connection with these projects until further advised by you. We shall endeavor to comply with your request.

In conformance with your further request, we are enclosing assignment forms for execution by Dennis Construction Company, whereby that company assigns to the Aetna Casualty & Surety Company all monies due or to become due in connection with the above mentioned contracts. We shall be pleased to honor these assignments when they are returned to us properly signed.

As to your inquiry concerning the present status of the contracts, our records show that the Jennings Lodge Section contract was approximately 94% complete on February 15, the quantity summary sheet of that date showing that the approximate value of the uncompleted work is $702.75. The retained percentage is $863.05.

Concerning the North Portland Overcrossing Contract, our records show that this was approximately 88% complete on December 15, 1932, and that the approximate value of the work to complete this project was $1,622.00. This job cannot be completed until weather conditions are more favorable. The retained percentage on this project is $731.25.

The amounts paid to the contractor in connection with these contracts are as follows:

Jennings Lodge Section Contract......	$ 12,134.22
North Portland Overcrossing Section Contract......................	7,481.25

Very truly yours

Secretary

HBG:AJ

#1411
[illegible]

March 8, [illegible]

H. B. G.

The status of the Dennis Construction Company contracts is as follows:

#1411 - Jennings Lodge Section - Paid to date $12,134.28 - retained $863.03 - was approximately 94% complete on Feb, 15th. Qunatity summary shows $702.75 to complete work.

#1425 - North Portland Overcrossing Section - Paid to date $7,481.25 - retained $731.25 - was approximately 88% complete on Dec, 15th. Quantity summary shows $1,622.00 to complete work and will not be finished until we have favorable weather.

Mr. Yeager will hand you the copies of assignment this morning.

J. McF

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tion
on

There are numerous outstanding bills on the above contract which have not been paid and while these accounts are not of alarming proportions, nevertheless we felt it highly advisable to make arrangement with Mr. Risley of the Dennis Construction Company to handle the funds due from the State under joint control.

Please therefore, do not make further payments to these contractors until hearing from us and if you will send us your form of assignment for the remaining estimates and retained percentage, we will have same executed which will permit you to pay the remaining funds due the contractors direct to us.

Under date of February 21, you wrote us in connection with Contract #1425 giving us the status of the contract at that time and when you send us the blank assignments, will you please advise us the present status of both the above contracts with particular reference to the amounts paid the contractor and the amounts of the retained percentages.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

#1411
Surety Co

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON
General Agents,
YEON BUILDING
GEORGE A. MERCER, Adjuster

PORTLAND, ORE.,

March 7, 1933

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract #1411 Jennings Lodge Section of East Portland-Oregon City, Oregon
Contract #1425 North Portland Overcrossing on Secondary Highway #120 in Multnomah County

Dear Sir:

There are numerous outstanding bills on the above contract which have not been paid and while these accounts are not of alarming proportions, nevertheless we felt it highly advisable to make arrangement with Mr. Risley of the Dennis Construction Company to handle the funds due from the State under joint control.

Please therefore, do not make further payments to these contractors until hearing from us and if you will send us your form of assignment for the remaining estimates and retained percentage, we will have same executed which will permit you to pay the remaining funds due the contractors direct to us.

Under date of February 21, you wrote us in connection with Contract #1425 giving us the status of the contract at that time and when you send us the blank assignments, will you please advise us the present status of both the above contracts with particular reference to the amounts paid the contractor and the amounts of the retained percentages.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

FORM 9-E-1 4069 2M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

168-A

March 7, 1933.

Mr. W. E. Chandler
Division Engineer
Office.

Dear Sir:

We have made arrangements whereby Saxton and Looney may proceed at once with the hauling across the Clackamas River Bridge. This permission is granted with the understanding that you hold Saxton and Looney responsible for any damage done to the bridge by virtue of their operations; also, that they be strictly responsible for the placement of barricades, lights, warning signs, etc., and save the State and the bridge contractor harmless against all claims for damages or injury to persons or property resulting from or growing out of their operations.

Very truly yours,

C. B. McCullough
Bridge Engineer

P.S. I would suggest that this matter be explained to Saxton and Looney, and that you secure their acceptance of these terms. Under no circumstances can we hold the bridge contractor responsible for any damage to the bridge or any injury or damage sustained by traffic during the time that we have asked him to suspend his operations to accommodate another contractor.

C.B.M.

CC Mr. R. H. Baldock
Mr. Feigenson
Mr. M. Dresser
Mr. H. G. Smith
Mr. F. T. Young

NOTED

FORM S-A-1 6786 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 21, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Dennis Construction Company,
Oswego, Ore.

NOTED
State Highway Engineer

Gentlemen:

It was noted on your payroll for the Jennings Lodge Project, Oregon E-166-A, covering the period from January 16th to the 31st, that six men worked over the 30 hour limit as follows:

C. St. Jean	31½ hrs.
C. A. Buckley	33 "
K. W. Hause	34 "
S. Spencer	33½ "
F. Woody	36½ "
E. L. Leek	30½ "

These violations were obtained by adding the hours worked as shown on on payroll for first half of month with the last half of the month to obtain the time for the calendar week. Labor is limited to 30 hours per calendar week which begins Sunday and ends with Saturday and care must be taken that this provision is not violated.

It is also noted that foremen were shown as working more than 8 hours in one day. Although they are not limited to the 30 hour per week provision, they are limited to the 8 hours per day State Law, as are all the skilled and unskilled labor. Only the timekeepers, chief cooks, superintendents and executive or administrative employees do not come under any of the labor provisions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
W. H. Lynch
Wm. E. Chandler
F. T. Young

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. E-168-A.

February 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Emergency C.H. project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer.

Encl.

Agr. 9936

Form P. R. 2
State Oregon
Project No. E-168, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of January, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 4th day of April, 1931, a project statement, which was approved by the Secretary on the 20th day of April, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 30th day of August, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

thirty-six thousand, six hundred seventy-one and 74/100

dollars ($ 36,671.74) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 53+00 in the S.E.¼ of Sec.19, T.2 S., R.2 E., W.M., and survey station 308+00 in the N½ of Sec.35, T.1 S., R.1 E., W.M.,

, length 4.829 miles, in Clackamas County, being Section A of Oregon Federal Aid project No. E-168, consisting of 4.829 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~[illegible]~~ known locally as the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway between official control points of the same name.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby mutually agreed that in the event it is more convenient for the proper progress or facilitation of the work to final each contract of this project separately, each contract may proceed to final completion, inspection and acceptance independently of the other contracts, and final payment of Federal funds may be made on each contract after such final completion, inspection and acceptance.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will construct on that portion of the project between survey stations 306+00 and 308+00, such additional surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-six thousand, six hundred seventy-one and 74/100 dollars ($36,671.74), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-two thousand, two hundred thirty-nine and 15/100 dollars ($122,239.15), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7th day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By L M Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C F Marvin
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-168-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 122,239.15 as the total estimated cost of said project, and the sum of $ 36,671.74 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of February one thousand nine hundred and Thirty-three

C. W. Marvin
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1711

168-a

February 14, 1933

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention of Mr. K. V. Lively

Gentlemen:

Replying to your inquiry of February 13, we have the request of Dennis Construction Company for an extension of time within which to complete its contract for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County, but do not have the consent of the surety.

We cannot present this request for extension of time to the State Highway Commission until we have the surety's consent thereto.

Very truly yours

Secretary

HBG:AJ

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

February 13, 1933

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

In Re: SB-447236, Dennis Construction Co.
Contract No. 1411

Dear Sir:

Please be kind enough to advise us by return mail if the resident engineer upon the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County has forwarded to you request of the above contractors asking for an extension of time. It is our understanding he was to do this and as soon as request was made, we were to be advised so the necessary consent of the surety might be given to it.

Thanking you in advance for this information, we remain,

Very truly yours,

BATES, LIVELY & PEARSON

By K V Lively

KVL/bvs

#1411

January 20, 1935

Dehuis Construction Company,
Route #10, Box 390,
Milwaukie, Oregon.

Attention: J. S. Risley.

Gentlemen:

We have your letter of January 11th which was addressed to Mr. F. T. Young, resident engineer, requesting an extension of time of 30 days on your contract No. 1411 for the construction of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission ot will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

168-a

February 6, 1933

Mr. George A. Merser, Adjuster
Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon

Dear Sir:

From your letter of February 3 we do not know to which contract of Dennis Construction Company you refer, and are therefore giving you information on both:

Contract No. 1411, grading of Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County. This contract was approximately 75% complete on January 15. The contractor has been paid $8,146.90 for work performed up to January 15. We are holding a retained percentage of $863.05. It is estimated that the project will be completed by February 28.

Contract No. 1425, North Portland Overcrossing on Secondary Highway No. 120, in Multnomah County. This contract was approximately 83% complete on December 15, 1932. The contractor has been paid $7,481.25 in connection with this project; the retained percentage is $731.25. The contract specifies the completion date as December 31, 1932, and it is evident that the contract will have to be extended.

Very truly yours

Secretary

AJ

- Contract No 1411 - Jennings Lodge Section - Total paid to Jan 15 - $8,146.90 - Retained percentage is $863.03 - This contract was approximately 75% complete on Jan, 15th. Extimated completion date is Feb, 28th, 1933.

Contract No. 1425 - North Portland Overcrossing approaches - Total paid to date is $7,481.25 - Retained percentage $731.25 - This contract was approximately 83% complete on Dec, 15th. Completion date of the contract was Dec, 31, 1932. Completion date will have to be extended.

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON
General Agents,
YEON BUILDING
GEORGE A. MERCER, Adjuster

PORTLAND, ORE.,

Feb. 3, 1933

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Dennis Construction Company

Dear Sir:

Will you please advise the status of this contract showing the amount of work completed and the payments made to the contractor.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mantz

CVM V

1411 - Dock F.
1425 - Smith F.

FORM 2-A-1 5564 5M 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

168-a

OREGON STATE HIGHWAY COMMISSION
SALEM

February 4, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

The Dennis Construction Company contract on the Jennings Lodge Section carries a penalty of $50.00 per day. They have been working under nearly impossible conditions and have lost a vast sum of money.

The Lake County Line Silver Creek Section was completed Nov. 26, 1932.

The Newport Constructiln Company fully realize that they are making unsatisfactory progress on the Umatilla-Washington State Line Section, but they have had numerous modifications to make in their plan and are hurrying them as fast as they possibly can.

The Multnomah County Line-Middleton Section was shut down on account of cold weather. We refused to allow them to continue and ordered them to stop. The job carries a penalty of $100.00 per day but under the circumstances it would not appear we should attempt to collect.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

NOTED
State Highway Engineer

HGS/H

FORM 5-A-1 6766 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

168-a

OREGON STATE HIGHWAY COMMISSION
SALEM

February 8, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Dennis Construction Company,
Oswego, Ore.

Gentlemen:

Your payrolls for December 1 to December 15th on the Jennings Lodge projects showed nine men working from 31 to 44 hours during the week ending the seventeenth. This is in violation to the 30 hour per week clause in your contract.

Only an extreme emergency is cause for violation of this provision. The Bureau has ruled that an extreme emergency only exists when there is danger involving loss of life or property.

These contracts are let under the Federal Emergency Act for the relief of unemployment and when the 30 hour per week is violated the purpose of the act is defeated. We must, therefore insist that all provisions be complied with and request your hearty cooperation for the fulfillment of the purpose of this act.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Lew

R.H. Baldock ✓
W.H. Lynch
Wm. E. Chandler
F. T. Young

#1411

168-a

January 16, 1933

M. R. Senter Tool Works
103 E. Water Street
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of January 14 enclosing your bill, in the sum of $86.20, against Dennis Construction Co.

The job to which you have reference is officially described as grading of the Jennings Lodge Section of the East Portland-Oregon City Highway, in Clackamas County, State Highway Contract No. 1411, and was awarded by the State Highway Commission to Dennis Construction Co.

The contractor, in this instance, furnished the State with a surety bond for the protection of any and all legitimate claims incurred in connection with the project, and we offer this bond to you for the protection of your bill. Aetna Casualty & Surety Company wrote the above-mentioned bond and we suggest that you communicate with its resident agents, Bates, Lively & Pearson, Yeon Building, Portland, with reference to the matter. If no satisfactory reply is received, you should file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is enclosed for your further information.

According to our usual practice, we are today notifying the contractor and the surety.

Very truly yours

Secretary

AJ

January 16, 1933

Aetna Casualty & Surety Company
% Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have been informed that M. R. Senter Tool Works of Portland has a bill, in the sum of $86.20, against Dennis Construction Co., for labor and materials furnished in connection with State Highway Contract No. 1411, grading of the Jennings Lodge Section of the East Portland-Oregon City Highway, in Clackamas County.

This notice is given you as you appear as surety on the bond of the contractor.

Very truly yours

Secretary

AJ

cc Dennis Construction Co.
Route 10
Milwaukie, Ore.

Portland, Oregon.
January 14, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosing a statement of invoices for labor and material which was furnished the Dennis Construction Co., on their highway contract at Gladstone between Milwaukie and Oregon City. Their bill is considerably past due, and I have called their attention to this fact by letter, but so far have been unable to receive any communication from them whatever.

My personal opinion is that they will come out several thousand dollars in the red, and I am sending you this notice as a safe guard in your final settlement with them or their bonding company, so you may govern yourself accordingly.

Sincerely yours,

M. R. SENTER TOOL WORKS,
BY M. R. Senter

M. R. SENTER TOOL WORKS,

103 E. Water Street,

Portland, Oregon.

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

PORTLAND, OREGON, Jan. 13 193 2

M Dennis Construction Co.,

Milwaukie, Oregon.

M. R. SENTER TOOL WORKS

103 EAST WATER STREET
PORTLAND, OREGON
EAST 2782

QUALITY ONLY

TERMS: NET 30 DAYS FROM PURCHASE
NOT SUBJECT TO DISCOUNT

TOOL DRESSING
AND HEAT TREATING

10/11	Invoice #5399	1.70
10/13	" #5400	38.00
10/15	" #5403	5.20
10/19	" #5407	20.60
10/20	" #5419	14.30
11/8	" #5434	6.40
		86.20

[illegible]

December 13, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is in reply to your letter of December 12th, concerning our reasons for constructing gravel surfacing between Stations 306 and 308 at the north end of Project B-108-A.

There is no uncertainty as to the location of this highway north of Station 306, and no route, other than the one indicated on the federal aid plans, is being considered. The pavement was terminated at Station 306 so that a suitable connection could be made between the end of the pavement and the existing paved road which crosses the new location at Station 308. If the pavement had been extended to Station 308, it would have been necessary to bring the traffic on to the pavement from the side, rather than from the end, and we considered the latter to be the better.

We believe that we should be allowed federal aid on this gravel surfacing work the same as federal aid is allowed on the construction of suitable road connections at all road intersections.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

"Milwaukie - Oregon City
North Unit

December 12, 1932

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Construction Highway Project E-168-A.

In review of the papers previously forwarded covering the surfacing of this project, we have had called to our attention the fact that gravel surfacing is to be placed between Sta. 306 and Sta. 308, at the north end of the project. If this gravel surfacing is being placed instead of paving due to the reason that there is uncertainty with respect to the routing, as is the case at the south end of Section B, it would require that this portion be eliminated from the project.

Please advise at your early convenience, as further action on this project is being deferred pending receipt of your reply.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM S-A-1 5003 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

168a

December 6, 1932

IN REPLY PLEASE
REFER TO FILE NO.
3 [illegible]

Mr. H. G. Smith,
Construction Engineer,
Office

Dear Sir:

The Oregon City-Milwaukie paving operation has been discontinued for the winter. The following information may be of interest:

Barrels of Cement per Cubic Yard of Concrete	Barrels of Cement Saved	Average Strength 7 Day Cylinders
1.47	383	2723

383 barrels of cement @ $2.60 $995.80

Very truly yours,

M M Finkbiner

M. M. Finkbiner
Engineer of Materials

MMF:H

✓ c.c. R. H. Baldock

NOTED
State Highway Engineer

OR 168a

November 3, 1932

Dennis Construction Company
Route 10, Box 390
Milwaukie, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Jennings Lodge Section of the East Portland-Oregon City Highway in Clackamas County.

Very truly yours,

Secretary

AJ

Form 99—F-21635—5M—5-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct.9,1932 , 193

Week from Oct.2nd. *to* Oct.8th.

Job name Grading

Mail address Oregon City,Ore.

Highway East Portland-Oregon City

Telegraph or telephone address

County Clackamas *Job prefix* 168a

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Dennis Contract Co.started grubbing stumps on the 5th. On the 6th.bull-dozer started grading north of Jennings Lodge P.E.P.crossing. Some culvert pipe is on the ground and next week the work will be in full swing.

RECEIVED
OCT 10 1932

OCT 10 1932

NOTED
H. O. SMITH

(See back of this sheet for instructions and detailed information)

Signed

Title Res.Cons't.Eng'r.

GRADING CONSTRUCTION

Total miles of grading in project 0.78

Miles completed none

Miles completed except finishing

Total cubic yards in project 31,800

Cubic yards moved to date 200

Miles covered by contractor's forces

Miles cross-sectioned 0.78

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party

Contractor's average force for week 10 men 5 hrs. 2 days *men,*

teams, 1 cat. *steam shovels*

Grading work will be completed about Jan. 31, 1933

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* *Percentage*
2. *Percentage*
3. *Percentage*
4. *Percentage*

October 8, 1933.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the North and Middle Units of the Milwaukie-Oregon City Section, Emergency Project No. E-168-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

Oregon State Highway Department Emerg. Constr. Proj. No. E-168-A

[illegible] AND [illegible] [illegible], MILWAUKIE-OREGON CITY
SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY
IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1932.

STATEMENT OF COMPLETED WORK

Final cost on completed roadway (Sta. 53+00 to Sta. 105+00, Sta. 146+00 to Sta. 308+00)	$ 82,057.37
Cost on which Federal Aid was computed	78,463.11
Federal Aid paid (F. Y. 1931)	39,231.55
Emergency Advance Funds Paid (F. Y. 1931)	39,231.56
Length of Completed Section	4.053 miles
" " Section (Sta. 105+00 to 146+00	.776 "
Total length of project	4.829 miles
Cost per mile	$ 20,246.08
Federal Aid paid per mile	9,679.63

EMERGENCY WORK - TYPE X ROADWAY

Concrete Paving: (Sta. 53+00 to Sta. 306+00)

9,000	cu. yds.	Excavation, Single Classification	$ 0.28	$ 2,520.00
56,300	sq. yds.	Portland Cement Concrete Pavement	1.45	81,635.00
4,250	lin. ft.	Expansion Joints	0.15	637.50
29,600	" "	Contraction Joints	0.03	888.00
24,000	lbs.	Tie Bars & Reinforcement	0.04	960.00
3,000	only	Dowels	0.16	480.00
500	cu. yds.	Sand Cushion	1.00	500.00
4,700	cu. yds.	Screened Gravel in Shoulders	1.25	5,875.00
3,250	" "	Crushed Gravel in Shoulders	1.55	5,037.50
700	" "	Filler	0.50	350.00
1,750	yd. mi.	Hauling Filler	0.12	210.00
		Sub-total		$ 99,093.00
		10% Engr. & Cont.		9,909.30
		Total		$ 109,002.30

Length of Paving	4.791 miles
Cost per mile	$22,751.47

Grading (Sta. 105+00 to Sta. 146+00)

All Required		Clearing and Grubbing		$ 370.00
5,300	cu. yds.	Common Excavation	$0.26	$ 1,378.00
5,200	" "	Solid Rock Excavation	0.28	1,456.00
21,400	" "	Embankment in Place	0.33	7,062.00
4,700	yd. sta.	Overhaul	0.02	94.00
200	lin. ft.	18" Concrete Pipe	2.50	500.00
90	" "	36" " "	5.50	495.00
9	cu. yds.	Class "C" Concrete	22.00	198.00
			Sub-total	$ 11,507.00
			10% Engr. & Cont.	1,150.70
			Total	$ 12,657.70

Length of Grading 0.776 miles
Cost per mile $16,311.46

EMERGENCY WORK - TYPE II ROADWAY

Surfacing (Sta. 306+00 to Sta. 308+00)

100	cu. yds.	Excavation, Single Classification	0.28	$ 28.00
200	" "	Screened Gravel in Surfacing	1.25	250.00
150	" "	Crushed Gravel in Surfacing	1.55	232.50
20	" "	Filler	0.50	10.00
50	yd. mi.	Hauling Filler	0.12	6.00
			Sub-total	$ 526.50
			10% Engr. & Cont.	52.65
			Total	$ 579.15

Length of Surfacing 0.038 miles
Cost per mile $15,240.78

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Rev. Funds
Type I Roadway:			
Concrete Paving	$ 109,002.30	$ 32,700.69	$ 76,301.61
Grading	12,657.70	3,797.31	8,860.39
	$ 121,660.00	$ 36,498.00	$ 85,162.00
Type II Roadway:			
Surfacing	$ 579.15	$ 173.74	$ 405.41
Totals, All Work	$ 122,239.15	$ 36,671.74	$ 85,567.41

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1929
" " " Maintenance; Chapter 41, Laws 1927.

E 168 A

October 3, 1932

Oregon Bridge & Dredging Co.,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County.

Very truly yours,

Secretary

AJ

P. S.
The above sent by express under separate cover.

PR #

168-a

September 30, 1932.

The Oregon Bridge & Dredging Company,
1013 Board of Trade Building,
Portland, Oregon.

Gentlemen: **Attention: Mr. Hall**

We are informed by a representative of the Johns-Manville Company that you desire to use a premoulded joint filler in the construction joints and longitudinal dummy joints required in the pavement to be constructed on the Milwaukie-Oregon City Section and the Multnomah County Line-Middleton Section.

The use of the premoulded joint filler will be permitted provided it is furnished and used without additional expense to the State, and provided the following requirements are complied with:

1. The filler material shall be a material which will conform with our standard specification for premoulded expansion joint filler as given in Section 30 of the standard specification form.

2. After the pavement has cured, the joints shall be cleaned and made free of dust and dirt, and shall be poured to a level with the top surface of the pavement with hot asphalt of suitable grade.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S.H. Probert,
Office Engineer.

SHP:ER

cc W. H. Lynch
cc H. C. Smith
cc W. E. Chandler

168A

Dated

Oregon City- "Banner-Courier" of
Sept.30,1932

NOTED

o.

Vol. 8

Highway Will Go Thru On Water Street

Engineers Propose For Future That There Will Be Hill Road On Line With Promenade Ave.

Water street will for some years be the super-highway route through Oregon City, with the possibility of a second hill route later.

Engineers working on the project have made their final reports and these agree that for some years the Water street route can be made wide enough to accommodate the traffic, if the curves are widened and the crossing under the Southern Pacific tracks on Fifth street widened 10 to 15 feet and parking on Water street pavement prohibited.

In the end the engineers concentrated upon two possible routes, with the one in second favor going over the hil lin a manner that would cause commotion among owners of choice residence property. This route would involve a decided widening of Promenade avenue, running at the edge of the bluff. The thing that won the engineers to this route over that at first proposed on High street was that the route through town would be much straighter and would give all drivers a splendid view of the business and industrial sections of Oregon City.

It is now admitted by the highway engineers and the members of the commission that this hill route is a dream of the future, but must be considered as a possibility by property owners. This route would leave the highway at the intersection of South First street, running due north, taking the service station property at this intersection and following the bluff to a connection with Promenade avenue. Where the drive ends at Seventh street the road would take to the side of the bluff, still high over the city, and gradually curve and drop until it passes under the railroad tracks at Eleventh street, or further north. This might involve the closing of Tenth street, an action that has been bitterly opposed by the business element of Oregon City.

The argument used for this route is that it would be one of the most scenic in the state, and that its construction would bring tourists in competition with the Columbia River highway. The great trouble is that the construction of this piece of road would prove highly costly, as it would take much private property, some of which is held high in value because of the wonderful view.

The outcome favoring Water street as the route for some years to come, and its designation with the proposed hill route after that, is a victory for the business element of Oregon City, which sent to the highway commission a strong petition favoring the use of Water street. Since that the state engineers have surveyed every other possible route through the city, and finally concentrated upon these two. All other proposals have been rejected. Included in the report is the necessity of the two curves being greatly widened, the viaduct at the court house doubled in width and the widening of the crossing under the railroad tracks. This will involve the acquiring of private property when the highway leaves Main street and again at Fifth and Water streets. To have these curves, it is held that the width of the street should be doubled at the curves.

When Chairman Leslie Scott and the engineers visited Oregon City recently Mr. Scott stated that the highway commission has no money at present to undertake this work, and that it would expect assistance from Oregon City. He insisted that the present condition of Water street, the narrow bridge and sharp curves, will not be suitable for the traffic on the super-highway. But that with the curves greatly widened and the "bottle neck" removed where the highway passes under the railroad tracks it could be made to answer. This is the view that has been adopted by the engineers, it is assured in word from Portland.

The necessity of preparing for this super-highway traffic is made evident when it is known that the contractors who will lay the paving have about completed the surface grading and expect to be able to begin actual work on paving Monday. This is said to mean that the new highway will be open to traffic early in 1933. Work on the two bridges, the big one over the Clackamas river, and the smaller one over the Abernethy creek, is progressing. These structures will be ready some time before the paving is completed, assuring of the road being ready for traffic as soon as the concrete has been laid and has set.

168A

September 20, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

As requested in your letter of September 8th, in regard to Federal Aid Project E-168-A, B and C, we have obtained the contractor's consent to the inclusion in the contract of the standard provisions relating to the roadside production of crushed stone and gravel.

Three signed copies of the contractor's consent are being submitted herewith.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 19, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In response to Mr. Probert's inquiry of September 12, 1932, concerning the second paragraph of our letter of September 8, Oregon Emergency Construction Highway Projects E-168-A, B and C, we do not believe that any further action is necessary.

At the time the letter was written, we did not take into account the fact that the contracts already awarded do not include the grading work between Sta. 105 and Sta. 146.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

September 12, 1932

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in your letter of September 8th, we are arranging for the inclusion in the contract for Project E-168 A, B and C, of the provisions relating to the "roadside production of crushed rock and gravel". Copies of the contractor's consent to such inclusion will be forwarded to you when received.

The meaning of the second paragraph of your letter is not clear to us, as the contract already includes the provisions relating to grading work. Furthermore, the contract does not include the grading work between Stations 105 and 146 as your letter states. Please advise more fully what action, if any, is called for by that paragraph.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EK

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

Milwaukie - Oregon City
Paving

September 8, 1932

RECEIVED
SEP [illegible] - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are advised that the Special Provisions for Oregon Emergency Construction Highway Projects E-168-A, B and C have been examined and found satisfactory except for the omission of the items covering "Roadside production of crushed stone and gravel." These provisions are required on all emergency projects involving gravel or stone surfacing and should be included in the contract. If the contract is already executed, supplemental agreements should be drawn, executed, and three copies submitted to this office.

As the grading work on Section A between Stations 105 and 146 is to be included in the emergency project, the required special provisions regarding labor will have to be incorporated in the contract or the customary supplemental agreements drawn covering these details. The Special Provisions to which we have made reference in this paragraph are those in the Chief of Bureau's memorandum of July 27, supplemented by that of August 17.

Ask Campbell what he wants.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Form 39—F-21635—5M—5-31

168a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept.17,1932, 193

Job name Paving-Concrete

Week from Sept.16th. to Sept.17th.

Mail address Oregon City,Ore.

Highway East Portland-Oregon City ~~164a~~

Telegraph or telephone address

County Clackamas Job prefix 3 PN

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors-Oregon Bridge and Dredging Co.started removing sod from the road bed on the 16th.

Contractor has elected to start the job at station 146 and will work north

RECEIVED
SEP 19 1932
OF
D[illegible] ER

RECEIVED
SEP 20 1932

(See back of this sheet for instructions and detailed information)

Signed

Title Resident Cons't.Eng'r.

168 A

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... men,

.... teams, ... steam shovels

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... men,

.... teams, ... trucks

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 5.4

Miles paving completed none

Total square yards in project 63,600

Square yards completed to date none

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week 3 men 2 days men,

.... teams, 1 cat & grader trucks

Job will be completed about May 15, 1933

Number of men in Engineering Party 4

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job .... Percentage none
2. 3 PL .... Percentage 85%
3. 24 VF .... Percentage 15%
4. .... Percentage ....

September 12, 1932.

Oregon Bridge and Dredging Company,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

In connection with the paving of the Milwaukie-Oregon City Section, which work is being handled as a federal aid project, the U. S. Bureau of Public Roads is insisting upon the inclusion in the contract of certain provisions relating to hand labor methods in connection with the roadside production of crushed rock and gravel.

We are not informed as to just what your plans are for the obtaining of gravel for the performance of your work, but it does not appear likely that the gravel will be obtained in a manner which will bring the proposed provisions into operation. However, we have no alternative but to arrange for the inclusion of the said provisions in the contract, and we hope that you will cooperate with us by giving your consent.

A "consent" sheet has been prepared and four copies are being sent to you herewith. If you will sign those copies and return three of them to us, your action will be greatly appreciated.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc W. E. Chandler
cc F. T. Young

Encl.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	X
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

168A

NIGHT LETTER

PR

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Re proposed railway crossing at Jennings Lodge advise we are able make arrangements for stopping all trains but that Highway Commission has no authority to bind State to construction of grade separation in five years. Stop Law provides grade separation can be built only on order of Public Utilities Commissioner and as law also requires railway company pay fifty per cent obtaining such order would not be simple formality Stop Commission will agree to secure hearing for grade separation in five years and accept decision based on merit of conditions then existing Stop We urge your approval of project on that basis so emergency program may proceed.

R. H. BALDOCK,
State Highway Engineer.

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

OR 168 AB+C

August 29, 1932.

Mr. F. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed ten copies of supplemental provisions relating to the proposed paving work to be done on the Milwaukie-Oregon City Section, which work involves Emergency Construction Projects Nos. E168-A, E168-B and E168-C. The headings under which these provisions appear are as follows:

1. Concrete may be mixed in transit.
2. Delayed finishing required.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. M. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

CONCRETE MAY BE MIXED IN TRANSIT

The concrete to be used in the construction of the pavement may be mixed in transit provided the following conditions are complied with:

1. The mixing and transporting equipment shall be of a type and kind proved by extensive actual use and recognized as suitable and satisfactory for work of the kind proposed to be done. The mixer shall be of the revolving drum type and the volume of the drum shall be at least double the volume of the batch to be mixed in it. Each piece of the equipment shall be sound and in good working condition.

2. The aggregates shall be proportioned at a central proportioning plant, and the measuring and batching of the materials shall be performed in complete accordance with the specifications for "measuring and batching" given in the standard specification.

3. All batches shall be of the same size, except as otherwise permitted by the engineer, and no mixer shall be used, the rated capacity of which is less than the size of batch adopted for use.

4. The means of measuring the water shall be fully as accurate as specified for street mixers, and the water control must be made satisfactory to the engineer.

5. The introduction of the water into the mixer shall be made at such time and in such manner as is approved by the engineer.

6. The introduction of the cement into the mixer shall be made in a manner approved by the engineer.

7. The mixing period shall be not less than two (2) minutes per cubic yard of aggregate in the batch, and the mixing drum shall revolve at least twenty times per cubic yard of aggregate in the batch. Longer mixing time and a greater number of drum revolutions may be required if considered necessary by the engineer to produce a thoroughly mixed batch having uniform consistency and uniform distribution of materials throughout.

8. After the mixing of a batch is started, the mixer shall not be stopped until the batch is completely mixed and deposited, or if it is stopped, shall be started and operated for at least one minute immediately before the batch is deposited.

9. Each batch shall be deposited on the subgrade in such manner as to require as little shoveling and spreading as possible.

10. If the depositing and spreading of the concrete results in any segregation of materials, the spreading shall be done through a suitable spreader box riding on the side forms.

11. A subgrade planer of a type approved by the engineer shall be provided to take the place of the planer which is usually drawn behind the street type of mixer.

12. Precautions shall be taken to prevent the heavy mixing and hauling equipment from roughening, rutting or otherwise damaging the subgrade. If damage to the subgrade is not prevented in some other manner, the subgrade shall be planked, the planking being done in a manner approved by the engineer.

13. The contractor shall comply with whatever other requirements the engineer may find it necessary to stipulate in order to insure results from the transit mix method of pavement construction that are as good in all respects as the results obtainable by the street mixer method.

The proportioning and mixing of the concrete shall be understood to be operations which are to be performed by the contractor with his own forces. The purchase of proportioned materials or of mixed concrete will not be permitted.

The contractor shall be liable for any patent infringement that may be involved in either the methods or the equipment used.

DELAYED FINISHING REQUIRED

The pavement to be constructed under this contract shall be finished by what is called "delayed finish" methods, which methods are as described in the following paragraphs, it being understood that those paragraphs are to supercede and take the place of those provisions which appear in the standard specification under the sub-heading "Transverse Floating", "Straightedging" and "Final Smoothing and Brooming".

After the concrete has been struck off and compacted, the coarse aggregate shall be worked down from the surface of the concrete by the use of a "porcupine" roller, operated by one man. This is a light, metal roller having projecting prongs so spaced as to accomplish the desired purpose. This roller will be furnished by the State without cost to the contractor.

Following rolling, the surface of the concrete shall be floated with the standard rigid float from sixteen to eighteen feet in length, which, in cross-section, has the form of an inverted "T", the base portion being a 2" x 6" plank and the vertical leg being a 2" x 8" plank. This float shall be placed on the concrete parallel to the centerline and shall be operated with a combined longitudinal and transverse motion to plane off the high places and to fill in the depressions. The surface shall then be finished smooth and true to grade with wooden straight edged floats not less than 10' long, 1" thick and 6" wide, ribbed with a 2" x 6" stiffener, these floats to be placed on the concrete parallel to centerline and moved transversely across the pavement.

At least three series of straight edged floatings will be required, the last being with a float constructed as previously described except that its front and back edges shall be faced with suitable angle iron so embedded in the wood as to form a smooth face with the bottom of the float. This last floating shall not be done while the concrete is soft, but shall be delayed until the concrete has reached such stage in its setting as the engineer may order. The floating shall be more in the nature of a scraping than in the nature of a floating.

The final or "delayed" stage of floating shall be done to remove any high places and to remove all tool markings. It is the intent of this specification to remove all surface irregularities in the concrete, regardless of the magnitude of their deviation from true surface. Scrapings from the final floating shall be removed from the pavement and the edges of the panels trued up with an edging tool if necessary. If required by the engineer, a light spray of water shall be applied immediately following the final floating to leave the surface with a uniform appearance. Brushing or brooming will not be required under this method of finishing.

Initial edging of the joints shall be performed in accordance with the standard specifications immediately following the first 10' straight edged floating. If necessary in order to keep the joints open, the joints shall be filled temporarily with wood fillers.

A-1682

Portland, Oregon
Aug. 27, 1932

In Re: Jennings Lodge Crossing

Leslie M. Scott, Esq. Chairman
Oregon State Highway Comm.,
Portland, Oregon

Dear Mr. Scott

Your reply to my former letter on this same subject was appreciated. You have the interests of the public at heart and I answer as follows:

The public has been deceived, mislead, betrayed, horn-swoggled and sold out so many times by Public Service Corporations that it has come to view their statements and representations with something akin to suspicion.

If the Traction Company can inject into the grade crossing controversy the possibility of the ultimate abandonment of its line, it will serve as an excuse for asking the Commission to deviate from the original fixed plan, viz, the elimination of all grade crossings on this wonderful thoroughfare. However, it has no right to ask or expect a waiver in this instance.

No doubt the overhead crossing referred to at Bertha Sta. saved enough lives during the period the Red Line was operated to justify the "cost" of construction.

When the immense volume of traffic that will pass over the Super Highway is considered, and the imperative need of keeping it moving, any suggestion of blocking traffic is unthinkable.

Of course you will not care to assume personal responsibility for making that crossing (Jennings Lodge) a grade crossing for five years, or any length of time, with its attendant hazard to human life.

In this situation, Mr. Scott, you are "Your Brother's Keeper," Human lives are at stake. Who would weigh dollars saved in construction costs against certain loss of life.

May there be no blights on this stretch of new Super-Highway, destined to be the main north and south artery entering Portland.

No spot on the road designated as "the graveyard of the Super-Highway. Neither sorrow nor regret will atone for unnecessary bloodshet through failure to safeguard a very dangerous situation.

I have taken the liberty of addressing you directly to date instead of through the public press.

You did not hesitate in making a decision on the Wolf Creek route although the ultimate cost was greater than other proposed routes.

May the subject of this letter receive the same careful consideration at your hands.

Sincerely

Arthur Chase

Rt. 12

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

August 20, 1932.

RECEIVED
AUG 22 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence concerning railroad crossing at Jennings Lodge on Oregon Federal Aid Project No. 168-A.

In view of your statements that there is a strong probability that railroad passenger traffic will be discontinued upon completion of the highway improvement, we are advised that an effort will be made to secure ultimate approval of the grade crossing provided the State highway department will secure an order from the Public Utilities Commission causing all trains to come to a full stop before crossing the highway, and subject to the further condition that the grade crossing will be eliminated within five years in the event that the railway passenger traffic is continued.

This Bureau is of the opinion that bringing the trains to a full stop is decidedly more effective than limiting the speed thereof to ten miles per hour. It is always difficult to enforce a slow speed requirement, and occasional careless operation of a train at high speed might result in disaster. If railway passenger service is continued, even though trains are brought to a full stop, ultimate elimination should be accomplished because of the interruption to traffic.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

REFERRED TO
[illegible]
[illegible]

168-a

July 30, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We refer again to your letter of July 19th in regard to the proposed grade crossing on the Jennings Lodge Section of the East Portland-Oregon City Highway, F. A. Project No. 168-A.

Your inquiry relative to the franchise obligations of the railroad company has been referred to the railroad company officials with a request that they advise you fully in regard thereto.

As regards the securing from the Public Utilities Commissioner of a modified order including a requirement that all trains stop before crossing the highway, we think that it might be possible to secure such an order, but the stopping of trains was considered at the hearing and the testimony was not particularly favorable. Our own engineers are inclined to the opinion that on account of the length of the crossing, the stopping of trains would add little, if any, safety to the crossing and that the delay and inconvenience to traffic which would result due to the greater length of time that the trains would be on the crossing would be an offsetting objection. The ten-mile limitation on the speed of trains at the crossing appeals to us as being quite as effective a safeguard as the bringing of the trains to a full stop.

The railroad officials would oppose an action to secure an order requiring the stopping of trains, but that opposition could probably be overcome, if it could be shown that the safety of the crossing would be increased. In case such an action were started, would your Bureau be able to submit testimony that would establish conclusively that the stopping of trains would give greater safety than the ten-mile speed limit which the existing order provides for? Our own judgement in the matter is such that we doubt our ability to make such a showing.

We will appreciate your advice as to what further action we should take.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer.

July 26, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

This is to acknowledge receipt of your recent letter concerning the proposed grade crossing at Jennings Lodge on the Jennings Lodge Section of the East Portland-Oregon City Highway.

As a part of the information requested will have to be obtained from the railroad company and other outside sources, it will be several days before a reply can be made.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 19, 1932

RECEIVED
JUL 20 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your July 16 letter concerning the Jennings Lodge section of Oregon Federal Aid Project No. 168-A, East Portland-Oregon City superhighway.

In that letter you advise " * * * that the traffic on the electric line has been greatly curtailed * * * ." Please advise as to the extent of the curtailment and the effective date. Admittedly, of course, there is, as you state, a great probability of the abandonment of at least the passenger traffic on this line as soon as the highway is constructed. Can you determine and advise us of the effect of such abandonment on the franchise or rights under which the electric line is operated. In other words, can the passenger traffic be abandoned, or so greatly reduced as to approach abandonment, and the company still maintain its rights to operate freight trains.

There probably would be a greater chance of ultimate approval if the trains were required to stop at the crossing. As the proposed crossing is located practically at Jennings Lodge Station, where nearly all passenger trains stop, such a requirement would apparently work no hardship on the railroad company. Trains could load and unload passengers on the side of the crossing on which they stop, as is done at street intersections in the city. Will you please advise what probability there is of securing a modification of the Public Service Commission to include such a requirement?

This matter will be taken up further with other Bureau offices upon receipt of the information requested herein.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Project
State Highway Engineer
get data for me

168a

July 16, 1932

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

In response to your communication of July 15 in which you state that the facts do not appear to justify further recommendation and approval of documents recently submitted for Oregon Federal Aid Project No. 168-A for the Jennings Lodge Section of the East Portland-Oregon City super-highway on account of a grade crossing at Jennings Lodge:

Please be advised that the traffic on the electric line has been greatly curtailed and while the railway officials do not commit themselves, there is a serious likelihood of the abandonment of the line subsequent to the construction of this highway. Permit me to suggest that you explain this matter to the Regional Office.

In our opinion we should construct a grade crossing at this time because the present railway traffic does not justify the expenditure for a grade separation at the present time. In case the railroad is later abandoned, we can take up the rails and pave the crossing. On the other hand if the railway traffic should increase, which is quite unlikely, consideration could be given toward the construction of a grade separation crossing later. In all probability, within five years time we would have an answer to this problem, but it would seem a very extravagant waste of public funds to construct a grade separation crossing at this point under the circumstances as above outlined.

I do not believe that the Bureau of Public Roads under the conditions as we have explained will recommend the construction of a grade separation crossing on this project. It is certain that we will be severely criticised should the overcrossing be constructed and the railroad be later abandoned. We have an example of this on the overcrossing of the West Side Pacific Highway over the abandoned Southern Pacific tracks at Bertha on what is known as the Fourth Street line and we are receiving many unfavorable criticisms with relation to the expenditure of funds on this structure. The cost of the crossing at Bertha was not more than one-fifth of the cost of the proposed overhead structure at Jennings Lodge.

We also have a similar condition on the Oregon Coast Highway between Astoria and Seaside. There is, further, the possibility of the abandonment of the entire Astoria branch of the S. P. & S. railroad. Just a few days ago we received an offer from the United Railways on their lower Columbia River line to deed us their right of way provided we would furnish the labor to remove the rails.

In the face of these conditions, the construction of a crossing involving the expenditure of over $100,000, especially in view of the limited funds at the disposal of this state, is, we believe, unwarranted.

We are quite uncertain as to how to proceed. Are we to infer that your refusal to cooperate on the grading of this short section, which is approximately 0.6 mile, will jeopardize your cooperation on the pavement of the entire section between Oregon City and Portland? Pending a final decision affecting the whole matter, we will cancel the advertisement for the grading of this project and pray your early consideration of the facts as pointed out in this communication to the end that you may approve a grade crossing on this project.

Very truly yours

State Highway Engineer

RHB:HI

July 12, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith five bid proposals for the grading of the Jennings Lodge Section, Project No. 168-A. The special provisions of these proposals contain some minor changes to those previously sent to you. These changes are as follows:

On page 1 the time and place of receiving bids has been filled in, and the paragraph under the sub-head "Moving of building" has been eliminated. On page No. 4 a paragraph has been added under the sub-head to cover the condition that state royalty is waived on sand and gravel which may be taken from a navigable stream. Two additional sheets of miscellaneous provisions have been added, one to cover the payment by the contractor for liquidated damages in case failure to complete within the specified time, and the other containing several miscellaneous provisions under the heading "Additional special provisions."

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

PP7679

February 29, 1932.

Mr. F. S. Young,
Resident Highway Engineer,
Oregon City, Oregon.

Dear Sir:

Reference is made to our telephone conversation concerning the Jennings Lodge Section of the East Portland-Oregon City Highway.

There was evidently an error made in adding the borrow quantities, and as these plans have not yet been submitted to the Bureau of Public Roads, we have changed the "Embankment in Place" item to 21400 net, with an allowance of 1000, making a grand total of 22,400 cubic yards.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. A. Smalley,
Chief Draftsman.

EAS:ER

FORM 2-P-1 63 1000 6-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER
SALEM

1299
168A

January 11, 1932

Mr. S. H. Probert
Office

File 5 PK-3

Dear Sir:

In connection with the General Construction Company's contract on the South Unit of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway:-

Please be advised that the payment to the contractor of the retained royalty covering that part of the material taken from the Willamette River has been approved by Mr. Klein. You will recall that the contract provides that the royalty, if any, on such material as was taken from the Willamette River would be paid by the state, the contractor to make his own arrangements for securing such material as he might take from the Clackamas River.

A record was kept of the proportion of material taken from the two sources, and the amounts taken from the two sources are in the ratio of 17,574 from the Willamette River to 19,432 from the Clackamas River. The royalty to be paid by the contractor would, therefore, be $\frac{19,432}{37,006}$ of the total quantity shown by the final estimate, which I believe is 160,7~~32.3~~14.8 cubic yards, at 5¢ per cubic yard, or $4,2~~20.64~~19.5; and the contractor should now be paid the difference between this amount and the total amount which has been retained on previous estimates on account of royalties.

157.2 from cuts
160.557.6

Very truly yours

W D Clarke

W. D. Clarke
Division Engineer

WDC:EF

P.R.1689

middle

December 30, 1931

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Will you please make the necessary application to the Public Utilities Commissioner for a grade crossing of the Pacific Northwest Public Service Corporation tracks at Jennings Lodge, Clackamas County. This is on the line of the Oregon City-Milwaukie new super highway project, there being about a mile of grading which was left unfinished last year pending a decision on the electric railroad crossing at this point.

I wish you would also file an application for the construction of an overhead crossing for the Columbia River Highway over the tracks of the Union Pacific railroad at Umatilla.

Mr. Clarke will give you the information necessary to describe the Jennings Lodge crossing and Mr. McCullough will furnish the data necessary for the Umatilla crossing, also blue prints of sketch maps and designs.

It would be desirable to have these applications submitted in the near future in order that the construction work may not be delayed.

Very truly yours

State Highway Engineer

RAK:HI

FORM 2-L-1 500 1104 10-31

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

PR168a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
OFFICE OF J. C. AINSWORTH, CHAIRMAN
THE UNITED STATES NATIONAL BANK, PORTLAND, OREGON

Portland, Oregon,
December 15, 1931.

Mr. Roy A. Klein, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Klein:

Referring to your letter of November 24th, relative to crossing of Pacific Northwest Public Service Company's Portland-Oregon City electric line, at Jenning's Lodge Station,

Mr. Ainsworth has asked me to advise you that, as suggested by you, he has secured an expression from the officers of the company, relative to the plans of the railroad company in regard to its interurban traffic on the completion of the highway.

He will advise you when next you are in Portland, om December 17th, for the Highway meeting.

Sincerely,

Elizabeth Barry
Secretary to the Chairman.

EB

PR1689

November 24, 1931

Mr. J. C. Ainsworth, Chairman
State Highway Commission
The United States National Bank
Portland, Oregon

Dear Sir:

You will recall that I recently discussed with you the completion of the new highway between Oregon City and Milwaukie on the east side of the river, making particular reference to the unit at Jennings Lodge about one mile in length which was left out of our construction program last year for the reason that a crossing of the Pacific Northwest Public Service Company's Portland-Oregon City electric line is involved at Jennings Lodge Station.

The first plan provided for the separation of grades at this point, carrying the railroad on a structure overhead. At Jennings Lodge there is a cross road which carries considerable travel which would intersect the main highway, and if the main highway was in a deep cut with a railroad bridge overhead, this connection probably would be dangerous.

Lately we have considered the possibility that with this new highway completed there would be a considerable falling off in the passenger traffic on this line. I believe that half-hour service is now given in each direction so that if the railroad passenger traffic was abandoned the great proportion of the railroad trains would be eliminated, as I understand that there are not more than two freight trains in each direction each day. Under these conditions a grade crossing would not be objectionable, particularly if the freight trains could be stopped before crossing over the highway. A rough estimate of the cost of the separation of the highway and railroad would be from $75,000 to $90,000, which under the state law would be divided fifty-fifty to each party.

If we could secure some statement of the plans of the railroad company in regard to its interurban passenger traffic on the completion of the highway, it would be very helpful in arriving at a decision in this matter. You suggested that perhaps you could secure such an expression from the officers of the company and, therefore, I am passing the matter on to you for your further consideration.

Very truly yours

RAK:HI

State Highway Engineer

PR1684

November 24, 1931

Memorandum

Mr. W. D. Clarke:

So that you may have the figures available, I am giving you a copy herewith of the rough estimate which Mr. Pomfrey gave us in his office about three weeks ago about the cost of the Jennings Lodge grade separation:

Excavation	$18,000.00
Concrete	21,000.00
Steel	25,000.00
Track work	2,000.00
Temporary bridge	4,000.00
Total	$70,000.00

RAK:HI

PR168a

October 2, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In compliance with your letter of September 28th, we are sending to you herewith four copies of the agreement between the State Highway Commission and the Pacific Northwest Public Service Commission, relative to the right-of-way for Federal Aid Project No. 188-A, at the point at which it encroaches on the right-of-way of the Portland-Oregon City Interurban Railroad.

One of these copies is a certified copy.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MB

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 28, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

According to our file on Oregon Emergency Federal Aid Project No. 168-A, no right of way has been secured for those portions of the project which encroach upon the right of way of the P. G. E. Railroad.

Mr. Probert stated in our telephone conversation of September 24 that the right of way had been secured.

Will you kindly send us copies of the agreement with the P. G. E. Railroad as soon as possible as we cannot pass the final voucher for payment until they have been received.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 29 1931

HWAY COMMISSION

WILLIAM H. KOOP
CHAIRMAN OF THE BOARD

#1290
Clack, Co
JESSE S. PHILLIPS
PRESIDENT

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE DAVENPORT 3680

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
TELEPHONE ATWATER 7305

PORTLAND, OREGON

PR1689

September 21, 1931

State Highway Engineer,
Salem, Oregon

Dear Sir:

Enclosed please find completion questionaire covering the contract for 3.09 miles of grading East Portland-Oregon City Highway in Clackamas County, Oregon--Middle Unit, Milwaukie-Oregon City Section, which was contracted for by the Jacobsen-JensenCompany.

Will you kindly answer the necessary questions at the bottom of the page, sign and return to us at your earliest convenience?

Thanking you in advance for your co-operation in this matter, we are

Yours very truly,
Harvey Wells Insurance Agency
By: Harvey Wells

HW:W
Encl.

V.d. to Aug. 15 - $24,491.41
Rtd. $2,305.50 - Est. #4
Completed Aug. 28.

RECEIVED
SEP 22 1931
OREGON
STATE HIGHWAY COMMISSION

Form 20—F-20138—5M—1-31

PR1089

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 5, 1931

Job name Grading- North Unit
Kern + Kibbe

Week from Aug. 30 to Sept. 5th

Mail address Oregon City. Ore

Highway East Portland- Oregon City

Telegraph or telephone address

County Clackamas Job prefix 3PK-1

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

All grading work and other pay quantities completed Aug 31st. Contractor finished fine grading and his contract on Sept. 3rd

RECEIVED
SEP 12 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed F. T. Young

Title

GRADING CONSTRUCTION

Total miles of grading in project 096

Miles completed 096

Miles completed except finishing ....

Total cubic yards in project 124,000

Cubic yards moved to date 124,000

Miles covered by contractor's forces ....

Miles cross-sectioned 0.96

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party 3

Contractor's average force for week 12 men 5 days men,

.... teams, — .... steam shovels

Grading work will be completed about Aug 31, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... men,

.... teams, ... trucks

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... men,

.... teams, ... trucks

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job .... Percentage ....
2. .... Percentage ....
3. .... Percentage ....
4. .... Percentage ....

September 1, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence relative to the grade crossing at Jennings Lodge, Oregon Federal Aid Project No. 103-A.

We are in receipt of advice that this project is satisfactory for approval subject to the condition that all trains stop before crossing the highway and the further condition that the Oregon State Highway Commission will initiate action within five years to eliminate this grade crossing if hazard still exists.

Very truly yours,

W. H. LYNCH
District Engineer

168A

August 29, 1932.

Mr. Arthur Chase,
Route 12,
Jennings Lodge, Oregon.

Dear Sir:

Your letter of the 27th is at hand, relating to the Jennings Lodge crossing near Milwaukie.

Our engineers are conferring with the car company and the public service commission for stoppage of cars at this crossing, so as to obviate the danger which you mention and save the cost of an expensive overhead crossing.

Thanking you for your letter, I am,

Truly yours,

(Copies made for Commissioners and Mr. Baldock)

Oct 8-[illegible]-32

PORTLAND, OREGON

Aug. 27/32

Leslie M. Scott Esq Chm
Oregon State Highway Com.
Portland, Ore.

In re
Jennings Lodge
Crossing

Dear Mr Scott -

Your reply to my former letter on this same subject was appreciated. You have the interests of the public at heart and I answer as follows -

The public has been deceived, mislead, betrayed, horn-swoggled and sold out so many times by Public Service corporations that it has come to view their statements and representations with something akin to suspicion.

If the Traction company can inject into the grade crossing controversy the possibility of the ultimate abandonment of its line, it will serve as an _excuse_ for asking the Commission to deviate from the original fixed plan - viz - the elimination of _all_ grade crossings on this wonderful thoroughfare. However, it has no right to ask or expect a waiver in this instance.

No doubt the overhead crossing referred to at Bertha Sta. saved enough lives during the period the Red line was operated to justify the "cost" of construction.

When the immense volume of traffic that will pass over the Super Highway is considered, and the imperative need of keeping it moving, any suggestion of blocking traffic is unthinkable.

Of course you will not care to assume personal responsibility for making that crossing (Jennings Lodge) a grade crossing for five years, or any length of time, with its attendant hazard to human life.

In this situation, Mr Scott, you are "your brother's keeper." Human lives are at stake. Who would weigh dollars saved in construction costs against certain loss of life.

D Page 2

PORTLAND, OREGON

May there be no blights on this stretch of new Super-Highway, destined to be the main north and south artery entering Portland.

No spot on the Road designated as "the graveyard of the Super-Highway."

Neither sorrow nor regret will atone for unnecessary bloodshed through failure to safeguard a very dangerous situation.

I have taken the liberty of addressing you directly to date instead of through the public press.

You did not hesitate in making a decision on the Wolf Creek route although the ultimate cost was greater than other proposed routes.

May the subject of this letter recive the same careful consideration at your hands.

Sincerely
Arthur Chase

Rc1v

(Copies made for Commissioners and Mr. Baldock)

PR 168 a

August 25, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying the paving specifications to cover the North and Middle Units of the Milwaukie-Oregon City Section, Emergency Project No. E-168-A.

Blueprint copies of sheet No. 2 of the plans which is being revised to show the typical section for the gravel surfacing between Station 306+00 and 308+00 will be sent to you tomorrow.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MK
Encls.

Oregon State Highway Department. Emerg. Constr. Project No. E-168-A.

[illegible] MILWAUKIE-OREGON CITY SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN CLACKAMAS COUNTY

(Estimate accompanying paving specifications. Not as basis for project agreement.)

Salem, Oregon, August 25, 1932.

STATEMENT OF COMPLETED WORK

Final cost on completed roadway (Sta. 53+00 to Sta. 105+00, Sta. 146+00 to Sta. 306+00)	$ 82,057.37
Cost on which Federal Aid was computed	$ 78,463.11
Federal Aid paid (F. Y. 1931)	$ 39,231.55
Emergency Advance Funds Paid (F. Y. 1931)	$ 39,231.56
Length of Completed Section	4.053 miles
" " Section (Sta. 105+00 to 146+00)	.776 "
Total length of project	4.829 miles
Cost per mile	$ 20,246.08
Federal Aid paid per mile	$ 9,679.63

EMERGENCY WORK - TYPE I ROADWAY

Concrete Paving: (Sta. 53+00 to Sta. 306+00)

9,000	cu. yds.	Excavation, Single Classif.	$ 0.25	$ 2,250.00
56,300	sq. yds.	Portland Cement Concrete Pavement	1.75	98,525.00
4,250	lin. ft.	Expansion Joints	0.20	850.00
29,600	lin. ft.	Construction Joints	0.05	1,480.00
24,000	lbs.	Tie Bars & Reinforcement	0.05	1,200.00
3,000	each	Dowels	0.25	750.00
500	cu. yds.	Sand Cushion	0.50	250.00
4,700	cu. yds.	Screened Gravel in Shoulders	1.00	4,700.00
3,250	cu. yds.	Crushed " " "	1.25	4,062.50
700	cu. yds.	Filler	0.40	280.00
1,750	yd. mi.	Hauling Filler	0.15	262.50
			Sub-total	$114,610.00
			10% Engr. & Cont.	11,461.00
			Total Paving........	$126,071.00

Length of Paving	4.791 miles
Cost per mile	$26,314.13

Grading (Sta. 105+00 to Sta. 146+00)

All Required		Clearing & Grubbing	$ 0.00	$ 1,000.00
5,200	cu. yds.	Common Excavation	0.25	1,300.00
5,200	cu. yds.	Solid Rock Excavation	0.90	4,680.00
21,400	cu. yds.	Embankment in Place	0.45	9,630.00
4,700	yds. sta.	Overhaul	0.03	141.00
200	lin. ft.	18" Concrete Pipe	2.00	400.00
90	lin. ft.	36" " "	5.50	495.00
9	cu. yds.	Class "C" Concrete	20.00	180.00
			Sub-total, Grading	$ 17,826.00
			10% Engr. & Cont.	1,782.60
			Total, Grading	$ 19,608.60

Length of grading 0.776 miles
Cost per mile $25,268.81

EMERGENCY WORK - TYPE II ROADWAY

Surfacing: (Sta. 326+00 to Sta. 328+00)

100	cu. yds.	Excavation, Single Classif.	$ 0.25	$ 25.00
200	cu. yds.	Screened Gravel in Surfacing	1.00	200.00
150	cu. yds.	Crushed " " "	1.25	187.50
20	cu. yds.	Filler	0.40	8.00
50	yd. mi.	Hauling Filler	0.15	7.50
				$ 428.00
			10% Engr. & Cont.	42.80
			Total, Surfacing	$ 470.80

Length of Surfacing .038 miles
Cost per mile $12,389.47

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emergency Construction Funds
Type I Roadway:			
Concrete Paving	$126,071.00	$ 37,821.30	$ 88,249.70
Grading	19,608.60	5,882.58	13,726.02
Totals	$145,679.60	$ 43,703.88	$101,975.72
Type II Roadway: Surfacing	470.80	141.24	329.56
Totals, All Emergency Work	$146,150.40	$ 43,845.12	$102,305.28

PR168A

July 22, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of resolution passed by the Council of the city of Gladstone, guaranteeing that no encroachments will be permitted on that portion of Project No. 168-A which is situated within the city limits.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/BR.

encl.

RESOLUTION

WHEREAS, State Highway No. 46 of the State of Oregon, known as the East Portland-Oregon City Highway, is routed through the City of Gladstone, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Does not follow any previously existing street or avenue

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Gladstone will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Gladstone, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 46 of the State of Oregon, known as the East Portland-Oregon City Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Gladstone, Clackamas County, Oregon, this 5th day of May 1931.

Attest:

Paul C. Fischer
City Recorder.

Mayor.

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Gladstone, Clackamas County, Oregon, on the 5th day of May 1931 at the regular meeting of said Common Council.

Dated this 18th day of July, 1931.

Paul C. Fischer
City Recorder.

Form 89—E-16702—3M—5-30.

PR168a

OR N STATE HIGHWAY DEPARTME

FIELD ENGINEER'S WEEKLY REPORT

Date July 20, 1931

Job name Grading- Middle Unit
Jacobsen- Jensen Co

Week from July 12 **to** July 18

Mail address Oregon City Ore

Highway East Portland-Oregon City

Telegraph or telephone address

County Clackamas **Job prefix** 3PK-2

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Shovel worked in cut sta 153-159 hauling material south to station 147 and north to 166. Contractor has moved 60 H.P. "Cat" from the job. This cuts his out put down to 700 or 800 C.Y. per day. Am urging him to get a second shovel and start at the north end of his contract. This is necessary in order to finish the job on time.

(See back of this sheet for instructions and detailed information.)

Signed

Title

GRADING CONSTR ION

Total miles of grading in project 309

Miles completed

Miles completed except finishing

Total cubic yards in project 57000

Cubic yards moved to date 41,200

Miles covered by contractor's forces 309

Miles cross-sectioned 309

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party 3

Contractor's average force for week 10 *men,*

teams, 1 *steam shovels*

Grading work will be completed about Ag 31, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week .... **men,**

.... *teams,* .... **trucks**

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIM

List all jobs upon which you have wo this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

PR 1689

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. 168-A (Emergency)

July 8, 1931

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Recd 7/9/31

Dear Sir:

The following is quoted from a recent Construction Report of Oregon Emergency Federal-aid Project 168-A:

> "Work on the North Unit began very promptly after the letting by T. H. Bidwell, who has subbed all the work from Kern & Kibbe. Under ordinary conditions the progress would probably be considered good but this is an emergency project with the date of completion set for August 31. In the first 1-1/2 months of the four months allowed for completion, only 27,000 C.Y. of common excavation were moved. The estimated quantities are 109,000 C.Y. of common and 3,000 C.Y. of rock. Notwithstanding the fact that the contractor began double-shifting on the day of the inspection, it is not believed that the work can be completed within the contract time unless additional equipment is used. This statement is made with full knowledge of the two weeks' delay that has just occurred because of rains. While rain may not again delay the work, other adverse conditions will undoubtedly hinder progress. Letters setting forth these views will be sent to the State.
>
> "The situation on the Middle Unit does not appear to be so acute. On June 15 the contractor had moved 17,531 of a total estimated 56,000 C.Y. This amounts to 31% of the excavation in 37% of contract time elapsed. This contract, however, was only 29% complete on June 15th when 37% of the contract time had elapsed."

It would appear that the conditions on this project are such as to warrant strong representations being made to the contractor to insure better progress.

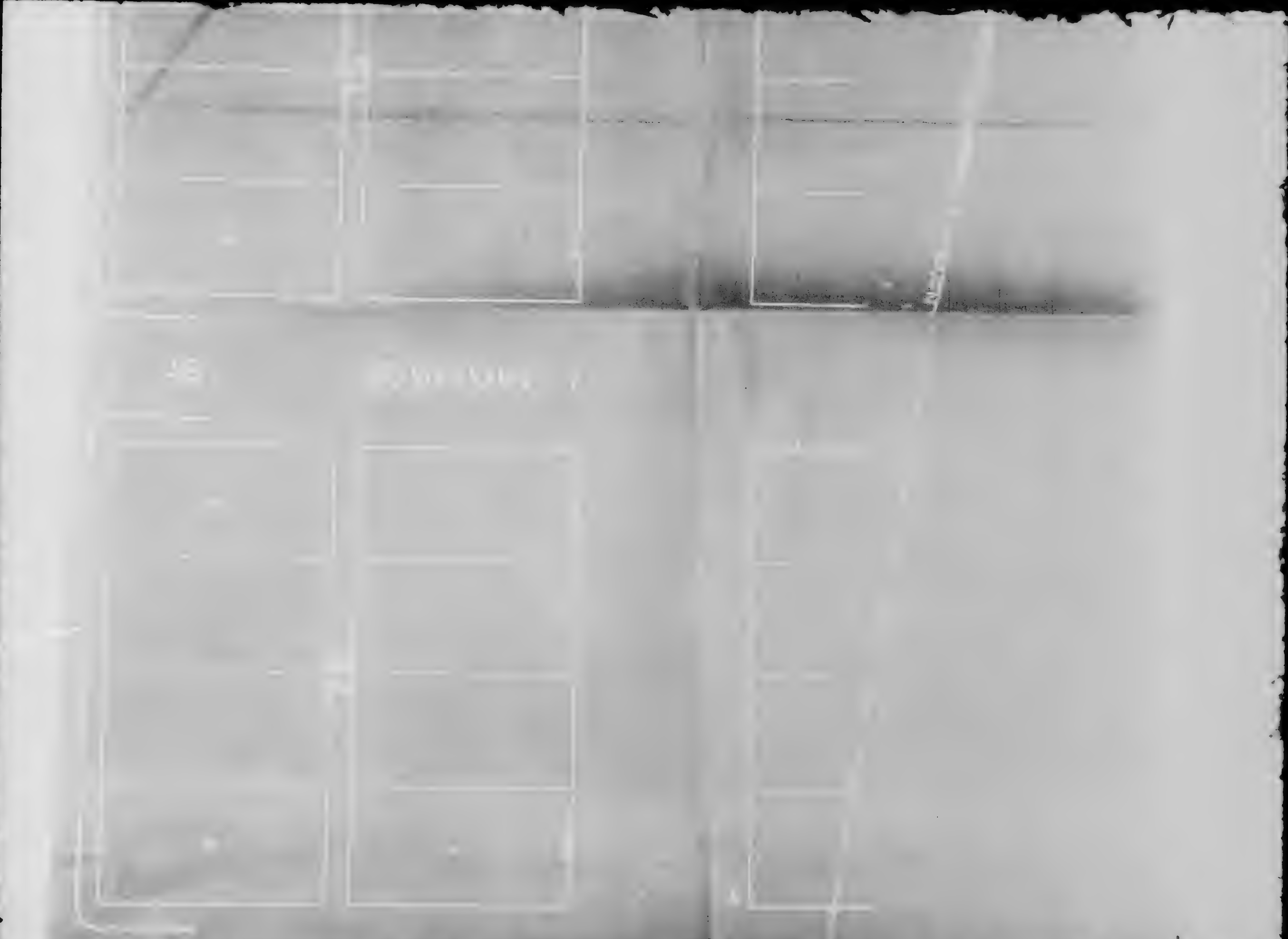
Very truly yours,

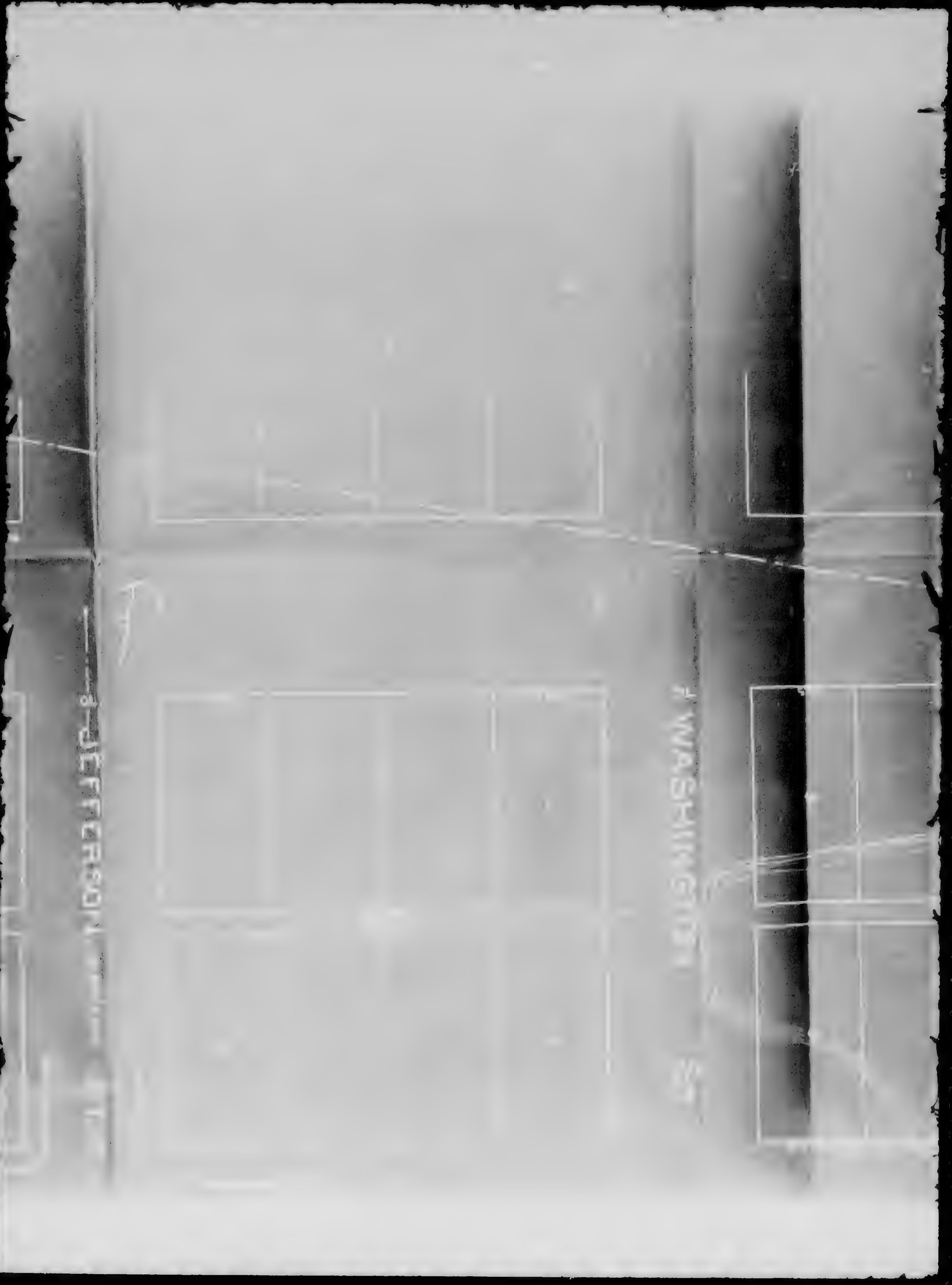
W. H. LYNCH
District Engineer

L J Caufield
By L. J. Caufield
Highway Engineer

Copy of this to Collier 7/9/31
HBS

NOTED
State Highway Engineer


48


JEFFERSON ST
WASHINGTON ST

Present Bound
of Tract

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

PR1684

June 2, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Emergency Federal Aid Project No. 168-A, Milwaukie-Oregon City section of the East Portland-Oregon City Highway.

The length shown on the plans is 4.053 miles. The estimate has accordingly been corrected and the cost per mile changed to $19,359.26.

It has been called to our attention that the corporate limits of Gladstone are not indicated on the plans and it is accordingly uncertain as to whether or not any portion of the project lies within the city. If it does, a resolution should be secured guaranteeing unrestricted use of the highway.

Very truly yours,

WH Lynch
W. H. LYNCH
District Engineer

Encl.

Resolution sent to
Bureau 7/22/31
JWV

RECEIVED
JUN 3 1931
OREGON
STATE HIGHWAY COMMISSION

Price

June 8, 1931.

Jewett, Barton & Leavy,
Lewis Building,
Portland, Oregon.

Attention of Mr. J. Stuart Leavy.

Gentlemen:

In response to your telephone request of this date, I am returning to you two indemnity bonds—one in the sum of $10,000, and the other in the sum of $20,000—furnished by Kern & Kibbe, Inc., to the Pacific Northwest Public Service Company, being in connection with the contract awarded to Kern & Kibbe for the construction of the North Unit of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County.

Very truly yours,

STATE HIGHWAY COMMISSION

By Secretary

HBG:AJ

BARTON
UART LEAVY

CABLE ADDRESS: HEWETT, PORTLAND
A. B. C. CODE, FIFTH ADDITION

JEWETT, BARTON & LEAVY

SUCCESSORS TO
HENRY HEWETT & CO.
ESTABLISHED 1870

INSURANCE, SURETY BONDS

Lloyd's Agency

LEWIS BUILDING
PORTLAND, OREGON

May 25,1931.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We enclose bond in the amount of $20,000 in support of contract between Kern & Kibbe, Inc. and The State Highway Department relating to the grading of North Unit of the Milwaukie-Oregon City section of State Highway No. 46.

This bond is to replace a bond of similar terms in the amount of $10,000 and we ask that you kindly return to us this said bond of $10,000.

Yours very truly,

JEWETT, BARTON & LEAVY
By Stuart Leavy

JSL EIM

Form 39—E-16702—3M—5-30.

FR1680

June 1, 1931

Kern & Kibbe,
290 East Salmon St.,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the North Unit, Milwaukie-Oregon City Section on the East Portland-Oregon City Highway in Clackamas County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

Form 39—E-16702—3M—5-30.

PR168a

May 21, 1931

W. J. McCready Lumber Company,
Forest Grove, Oregon.

Attention: J. E. McCready.

Gentlemen:

In response to your inquiry of May 19th we wish to advise that the bond in connection with the Kern & Kibbe contract for the construction of the North Unit - Milwaukie-Oregon City Section of the East Portland-Oregon City Highway in Clackamas County was furnished by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy, Lewis Bldg., Portland, are resident agents. The amount of the bond is $40,888.10.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

OREST GROVE
PORTLAND
6022 72ND ST. S. E.
BEAVERTON
OREGON CITY
PARK PLACE
MILWAUKIE
TILLAMOOK
OCEANLAKE

GENERAL OFFICES
1ST. NATL. BANK BLDG.
FOREST GROVE, ORE.

LONG DISTANCE PHONE
243

W. J. McCready Lumber Co.
RETAIL LUMBER YARDS

FOREST GROVE, OREGON

May 19, 1931

State Highway Commission
Salem, Oregon

Attention Chief Clerk

Gentlemen:

Will you please advise the name of the bonding company that is on the bond of Kern & Kibbe upon the north unit Clackamas County super highway, also the amount of this bond?

Our reason for asking is that we are furnishing quite a bit of material to a subcontractor.

Thanking you for this information, we remain,

Very truly yours,

W. J. McCREADY LUMBER CO.

By J R McCread

JRMc:MS

RECEIVED
MAY 21 1931
OREGON
STATE HIGHWAY COMMISSION

Form 39—E-16702—3M—5-

PR168a

May 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of a resolution passed by the City Commission of Oregon City, guaranteeing that no encroachments will be permitted upon the right-of-way of that portion of Project No. 168-A which is situated inside the city limits.

We are likewise sending under separate cover five blueprint copies of Sheet No. [illegible] of the plans which has been revised to show the south end of the project at Station [illegible] instead of Station [illegible] as shown on the plans recently submitted. This change has been necessary to comply with your requirements that the distance between buildings within the city limits must average more than 200 feet.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

RESOLUTION

WHEREAS, State Highway No. 46 of the State of Oregon, known as the East Portland-Oregon City Highway, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Main Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Oregon City will guarantee by resolution officially adopted by the City Comm. ~~Council~~ of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Comm. ~~Common Council~~ of the City of Oregon City, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 46 of the State of Oregon, known as the East Portland-Oregon City Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Comm. ~~Council~~ shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Oregon City, Clackamas, County, Oregon, this 6 day of May 193__.

Attest:

O. A. Pace
Mayor.

Hugo Westphal
City Recorder.

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the ~~Common Council~~ of the City of Oregon City, ______ County, Oregon, on the 6 day of May 1931 at the regular meeting of said City Comm. ~~Common Council.~~

Dated this 6 day of May, 1931.

Hugo Westphal
City Recorder.

Form 39—E-16702—3M—5-30.

OR[illegible]N STATE HIGHWAY DEPARTME[illegible]

FIELD ENGINEER'S WEEKLY REPORT

pp768a

Date May 11, 1931

Job name Grading - North Unit

Week from May 3rd to May 9th

Mail address Oregon City, Ore

Highway East Portland-Oregon City

Telegraph or telephone address

County Clackamas Job prefix 3PK-1

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Kern + Kibbe - contractors started clearing at station 273 on the 5th with 4 men.

Shovel moved to station 303 on the 9th & will start work Monday at that point.

(See back of this sheet for instructions and detailed information.)

Signed F. T. Young

Title Res. Engr.

Form 39—E-18702—3M—5-30.

GRADING CONSTRUCTION

Total miles of grading in project 0.96

Miles completed —

Miles completed except finishing —

Total cubic yards in project 112,000

Cubic yards moved to date —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 3

Contractor's average force for week 4 *men,*

— *teams,* — *steam shovels*

Grading work will be completed about Aug 31, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED

FIELD ENGINEER'S WEEKLY REPORT pB+68a

Date May 9, 1931

Job name Grading - Middle Unit

Week from May 4th to May 9th

Mail address Oregon City Ore

Highway East Portland-Oregon City

Telegraph or telephone address

County Clackamas Job prefix 3PK-2

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Jacobsen-Jensen Co. contractors started clearing at south end of job on the 4th. Some difficulty has been experienced in carrying on clearing work owing to the fact that 4900 lin. ft. of right of way has not been secured by Clackamas County. Condemnation papers were filed at noon on the 9th covering the property from sta. 80 to 91 and clearing at this point started at once.

(See back of this sheet for instructions and detailed information.)

Signed F. H. Young

Title Res. Engr.

GRADING CONSTR ION

Total miles of grading in project 309

Miles completed –

Miles completed except finishing

Total cubic yards in project 56,000

Cubic yards moved to date

Miles covered by contractor's forces

Miles cross-sectioned 0.5

Miles cross-sections completed and checked

Miles to be remeasured

Number men in Engineering Party 3

Contractor's average force for week 9 *men,*

– *teams,* – *steam shovels*

Grading work will be completed about Aug 31, 1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

PR 168-a

May 11, 1934.

Mr. [illegible] Lynch,
Division Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs:

Herewith are enclosed six copies of estimate as basis for project agreement covering the North and Middle Units, Milwaukie-Oregon City Section, Emergency Project No. 168-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dicta by J. [illegible] [illegible]/[illegible]

Encl.

Oregon State Highway Department   Emergency Project Number [illegible]

NORTH AND MIDDLE UNITS, MILWAUKIE-[illegible]

SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY

IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 7, 1931.

NORTH UNIT

All Required		Clearing and Grubbing		$ 700.00
[illegible]	cu. yds.	Common Excavation	$ .2[illegible]	[illegible]
2,000	" "	Solid Rock Excavation	.[illegible]	[illegible]
[illegible]	yd. sta.	Overhaul	.0[illegible]	[illegible]
[illegible]	yd. mis.	Truck Haul	.15	[illegible]
[illegible]	cu. yds.	Class "A" Concrete	14.70	[illegible]
7	" "	Class "C" Concrete	14.70	102.90
17,000	pounds	Metal Reinforcement	.05	850.00
400	cu. yds.	Temporary Surfacing	1.75	700.00
[illegible]	lin. ft.	12" Corr. Galv. Iron Pipe	.[illegible]7	[illegible]
200	" "	12" Vitrified Clay Pipe	1.45	290.00
[illegible]	" "	12" Concrete Pipe	1.00	[illegible]
		Sub-total (North Unit)		$40,590.10

MIDDLE UNIT

All Required		Clearing and Grubbing		$ [illegible]
56,000	cu. yds.	Excavation, Single Classif.	$ .20	11,200.00
97,000	yd. sta.	Overhaul	.01	970.00
14,000	yd. mis.	Truck Haul	.15	2,100.00
54	cu. yds.	Class "A" Concrete	20.00	1,080.00
13	" "	Class "C" Concrete	20.00	260.00
8,000	pounds	Metal Reinforcement	.05	400.00
2,[illegible]	cu. yds.	Temporary Surfacing	1.30	[illegible]
2,500	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	2,500.00
1,600	" "	18" Concrete Pipe	2.00	3,200.00
100	" "	30" Concrete Pipe	4.00	400.00
		Sub-total (Middle Unit)		$30,740.00
		Sub-total (Both Units)		$71,330.10
		10% Engr. & Cont.		7,133.01
		Total		$78,463.11

Length of Project, Gross. 4.[illegible] Miles
Length Station [illegible] to [illegible] (Exemption) .[illegible] "

Length of Project, Net 4.[illegible] Miles

Cost per Mile, Roadway, $[illegible].71

Estimated percentage of work to be completed on Sept. 1, 1931, 100%.

Federal Aid Funds Requested $[illegible] (50%)
Emergency Advance Funds Requested [illegible]

$[illegible].11

State Funds for Maintenance Chapter [illegible], Laws 1927.

PR 168a.

May 7, 1931

Jacobson-Jensen Co.,
437 Stanton St.,
Portland, Oregon.

Gentlemen:

We are sending you today by express four copies of contract #1290, which was awarded to you by the State Highway Commission on May 2, 1931, covering the grading of the Middle Unit, Milwaukie-Oregon City Section on the East Portland-Oregon City Highway.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

HBG:AJ

PR 1689.

May 6, 1931

Leum & Kibbe,
290 East Salmon St.,
Portland, Ore.

Gentlemen:

We are sending you today by express four copies of contract #1280 which was awarded to you by the State Highway Commission on May 2, 1931, covering the grading of the North Unit, Milwaukie-Oregon City section on the East Portland-Oregon City Highway.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

May 1, 1931

PP168A.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 168-A, for which bids were opened on April 30, 1931.

This is to advise of our prior concurrence in the award of the contract to Kern & Kibbe, Portland, Oregon, who submitted the low bid of $40,590.10 on the north unit; and to Jacobsen & Jensen, Portland, Oregon, who submitted the low bid of $30,740.00 on the middle unit: a total of $71,330.10.

Very truly yours,

W. H. LYNCH
District Engineer

J A Elliott

By
J. A. Elliott
Senior Highway Engineer

PR168a

April 25, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate to accompany plans for the North and Middle Units, Milwaukie-Oregon City Section, Emergency Project No. 168-A. These are corrected copies which are to be substituted for those sent April 24th.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dist. by Mr. J. W. Nash/WC

Encl.

Oregon State Highway Department Emergency Project No. 188-A

NORTH AND MIDDLE UNITS, MILWAUKIE-OREGON CITY SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, April 25, 1931.

NORTH UNIT

All Required	Clearing and Grubbing	$	$ 3,000.00
109,000 cu. yds.	Common Excavation	0.25	27,250.00
3,000 " "	Solid Rock "	1.00	3,000.00
150,000 yd. sta.	Overhaul	0.03	4,500.00
22,000 yd. mi.	Truck Haul	0.18	3,960.00
220 cu. yds.	Class "A" Concrete	28.00	6,160.00
7 " "	" sq" "	28.00	196.00
17,000 lbs.	Metal Reinforcement	0.06	1,020.00
400 cu. yds.	Temporary Surfacing	2.00	800.00
360 lin. ft.	12" Corr. Galv. Iron Pipe	1.25	450.00
200 " "	15" Vitrified Clay Pipe	1.75	350.00
350 " "	18" Concrete Pipe	2.00	700.00
			$51,386.00

MIDDLE UNIT

All Required	Clearing & Grubbing		1,000.00
56,000 cu. yds.	Excavation, Single Classification	$0.35	$19,600.00
67,000 yd. sta.	Overhaul	0.03	2,010.00
14,000 yd. mi.	Truck Haul	0.18	2,520.00
54 cu. yds.	Class "A" Concrete	28.00	1,512.00
18 " "	" sq" "	28.00	504.00
8,000 lbs.	Metal Reinforcement	0.06	480.00
2,500 cu. yds.	Temporary Surfacing	2.00	5,000.00
2,500 lin. ft.	12" Corr. Galv. Iron Pipe	1.25	3,125.00
1,800 " "	18" Concrete Pipe	2.00	3,600.00
300 " "	30" " "	4.00	1,200.00
			$40,551.00

Sub-total	$91,937.00
10% Engr. & Cont.	9,193.70
Total	$101,130.70

Length of Project, Gross	4.829	Miles
" Sta. 105+00 to 146+00 (Exception)	.776	"
" of Project, net	4.053	"

Cost per mile, roadway $24,952.06

Estimated percentage of work to be completed on Sept. 1, 1931 - 100%.

Federal Aid Funds Requested	$50,565.35
Emergency Advance Funds Requested	50,565.35
	$101,130.70

April 24, 1931. PP168a

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans, and five bid proposals for the North and Middle units of the Milwaukie-Oregon City Section, Emergency Project No. 168-A. Under separate cover, we are sending five sets of blue-print plans covering the work on this project.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

encl.

Oregon State Highway Department Emergency Project 128-A

NORTH AND MIDDLE UNITS, MILWAUKIE-OREGON CITY SECTION OF THE EAST PORTLAND-OREGON CITY HIGHWAY IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, April ~~26~~ 15, 1931.

NORTH UNIT

All Required	Clearing and Grubbing		$ 3,000.00
109,000 cu. yds.	Common Excavation	$0.25	27,250.00
3,000 cu. yds.	Solid Rock "	1.00	3,000.00
150,000 yd. sta.	Overhaul	0.03	4,500.00
22,000 yd. mis.	Truck Haul	0.18	3,960.00
220 cu. yds.	Class "A" Concrete	28.00	6,160.00
7 cu. yds.	Class "C" Concrete	28.00	196.00
17,000 lbs.	Metal Reinforcement	0.06	1,020.00
400 cu. yds.	Temporary Surfacing	2.00	800.00
360 lin. ft.	12" Corr. Galv. Iron Pipe	1.25	450.00
200 lin. ft.	15" ~~Corr. Galv. Iron Pipe~~ Vitrified clay Pipe	1.75	350.00
350 lin. ft.	18" ~~Corr. Galv. Iron Pipe~~ Concrete Pipe	2.00	700.00
			$51,386.00

MIDDLE UNIT

All Required	Clearing and Grubbing		$ 1,000.00
56,000 cu. yds.	Excavation, Single Classification	0.35	19,600.00
67,000 yd. stas.	Overhaul	0.03	2,010.00
14,000 yd. mis.	Truck Haul	0.18	2,520.00
54 cu. yds.	Class "A" Concrete	28.00	1,512.00
18 cu. yds.	Class "C" Concrete	28.00	504.00
8,000 lbs.	Metal Reinforcement	0.06	480.00
2,500 cu. yds.	Temporary Surfacing	2.00	5,000.00
2,500 lin. ft.	12" Corr. Galv. Iron Pipe	1.25	3,125.00
1,900 lin. ft.	18" Concrete " "	2.00	3,800.00
250 lin. ft.	30" " "	4.00	1,000.00
			$40,551.00

Sub-total	$91,937.00
10% Engr. & Cont.	9,193.70
Total	$101,130.70

Length of Project, gross	4.829 miles
Length Sta. 108+00 to 149+00 (Exception)	.776 miles
Length of Project, net	4.053 miles
Cost per mile, roadway	$24,952.06

Estimated percentage of work to be completed on Sept. 1, 1931 - 100%

Federal Aid Funds Requested	$50,565.35
Emergency Advance Funds Requested	50,565.35
	$101,130.70

PR 168 a

April 24, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of resolution passed by the council of the city of Milwaukie, guaranteeing that no encroachments will be permitted upon the right-of-way of that portion of Project No. 168-A which is located within the city limits.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

encl.

RESOLUTION

WHEREAS, State Highway No. **46** of the State of Oregon, known as the **East Portland-Oregon City** Highway, is routed through the City of **Milwaukie**, **Clackamas** County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Front Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of **Milwaukie** will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of **Milwaukie**, **Clackamas** County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. **46** of the State of Oregon, known as the **East Portland-Oregon City** Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of **Milwaukie, Clackamas**, County, Oregon, this 13th day of April 1931.

Attest:

J. J. Mi[illegible]
Mayor.

D. P. Mathews
City Recorder.

- - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of **Milwaukie**, **Clackamas** County, Oregon, on the 13th day of April 1931 at the regular meeting of said Common Council.

Dated this 13th day of April, 1931.

D. P. Mathews
City Recorder.

CONTRACT# 1396,

PR-E 7-A Woodburn-Brooks Sec. 1932

1396, [redacted]

7-a

July 7, 1934

Mr. Harry L. Raffety, Lawyer,
Title and Trust Building,
Portland, Oregon.

Dear Mr. Raffety:

I hasten to reply to your letter of the 6th instant regarding Mayers Contract Company's contract for the construction of the Woodburn-Brooks section of the Pacific Highway in Marion County.

The E. L. Rigdon claim against this contract has been paid in full, according to information we have received from the office of the Secretary of State. Our records indicate that there are no unsatisfied claims outstanding against this project. At least we have received releases from all those filed in this office.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

HARRY L. RAFFETY
DAVID C. PICKETT

LAW OFFICES
OF
RAFFETY & PICKETT
TITLE AND TRUST BUILDING
PORTLAND, OREGON

July 6, 1934.

IN RE: MEYERS CONTRACT COMPANY

Mr. H. B. Glaisyer,
c/o Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

E. L. Rigdon filed a notice of lien against the bond of Meyers Contract Company for material furnished for the construction of Woodburn-Brooks Section of Pacific Highway in Marion County. Globe Indemnity Company is the surety upon this bond. Mr. Meyers paid this account and Mr. Rigdon informs us that on June 8, 1934, he sent in notice of payment and release of the bond. Will you please let me know if these documents are of record in your office and also if there are any unsatisfied lien claims against the bond. Mr. Meyers has paid all known claims and we want to be sure that all releases have been filed.

Yours very truly,

HARRY L. RAFFETY.

HLR:DF

#1396

7-a

July 6, 1934

Meyers Contract Company,
Governor Building,
Portland, Oregon.

Gentlemen:

Reply is made to your letter of the 29th ultimo regarding outstanding claims against your State Highway contract No. 1396 for the construction of the Brooks-Woodburn Highway in Marion County.

Since we wrote you on June 11, we have received from the Secretary of State's office a copy of a statement from E. L. Rigdon stating that his claim against you has been satisfactorily settled.

Our records fail to disclose any other outstanding claims.

Very truly yours,
STATE HIGHWAY COMMISSION.

By

HBG:AM

Secretary.

MEYERS CONTRACT CO.
ENGINEERS AND CONTRACTORS
GOVERNOR BUILDING
PORTLAND, OREGON

June 29,1934.

Mr.H.B.Glaisyer,Secry.,
Oregon State Highway Comm'n.,
Salem, Oregon.

Dear Sir:-

Please refer to yours of June 11th which was in response to our inquiry of June 9th,regarding our highway contract #1396- Brooks-Woodburn.

We received from you a list of Claims filed against us on above Contract and to date have notice of release from all but one firm,E.L.Rigdon. Mr.Rigdon writes that request has been made to you releasing the Claim.

We would appreciate if you would advise us at this time whether or not all Claims have been released if not,what exceptions.

We thank you in advance for the information.

BJC

Very truly yours,

MEYERS CONTRACT COMPANY

By B.J. Cooper
B.J.Cooper

Notice that E L Rigdon claim had been settled was filed thru Sec. of State on June 12, 1934. We have no record of any outstanding claims now. J Smith

JM

What is the first [illegible]

#1306

7-a

June 23, 1934

Reynolds, Flegel & Smith
Attorneys at Law
American Bank Building
Portland, Oregon

Gentlemen: **Attention of Mr. A. S. Vosburg**

This is to acknowledge receipt of and to thank you for your letter of June 21 advising that Sunset Pacific Oil Company's claim against Meyers Contract Company in the sum of $823.56 for gasoline delivered to Meyers Contract Company on its Woodburn-Brooks widening project, Contract No. 1386, has been paid in full.

We are today correcting our records in conformance with this notice.

Very truly yours,

Secretary

HBG:AJ

cc Meyers Contract Co.
Governor Building
Portland, Oregon

cc Globe Indemnity Co.
Title & Trust Building
Portland, Oregon

REYNOLDS, FLEGEL & SMITH
ATTORNEYS AT LAW
909 AMERICAN BANK BUILDING
PORTLAND, OREGON

JOHN W. REYNOLDS
AUSTIN F. FLEGEL
NEWTON C. SMITH

FRANK P. KEENAN
ROBERT S. FARRELL, JR.
ARTHUR S. VOSBURG

June 21, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

We have previously advised you on behalf of the Sunset Pacific Oil Company that Meyers Contract Company was indebted to the Sunset Pacific Oil Company in the sum of $823.36 covering gasoline delivered on the Brooks-Woodburn widening project, contract 1396. This is to advise you that the Meyers Contract Company have paid this bill in full and that the Sunset Pacific Oil Company has no claim whatsoever against the Meyers Contract Company for any supplies furnished it on this project.

Yours truly

REYNOLDS, FLEGEL & SMITH

BY Arthur S. Vosburg

ASV:B
cc Meyers Cont. Co.

#1396

7-a

June 22, 1924

Mr. Ralph H. Campbell, Attorney
State Industrial Accident Commission
BUILDING

Dear Sirs:

Wish to thank you kindly for your letter of June 21 advising that your claim in the sum of $52.18 against the Myers Contract Company has been satisfied.

We are correcting our records in conformance with this notice.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Meyers Contract Co.
819 Governor Building
Portland, Oregon

Globe Indemnity Co.
Geo. S. Kerr Company
Title & Trust Bldg.,
Portland, Oregon

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

A. R. HUNTER
O. R. HARTWIG
T. MORRIS DUNNE
COMMISSIONERS

FIRM DEPARTMENT
RALPH H. CAMPBELL
ATTORNEY

June 21, 1934

Firm No. 61801

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Attention: H. B. Glaisyer, Secretary.

Gentlemen: Re: 61801 - Meyers Contract Company.

This office has received a communication from the Meyers Contract Company, advising that your office has no notice of the payment of a claim filed by the Commission against said company and the Globe Indemnity Company, said claim being in the sum of $52.18 and filed on or about October 10th, 1933.

I take this opportunity to advise that this claim was satisfied in full on October 23, 1933, and I request that a notation be made on your records so that no claims will appear thereon from this department against the Meyers Contract Company.

Very truly yours,

Ralph H Campbell

RALPH H. CAMPBELL

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

RHC:LF

c.c. Meyers Contract Co.

#1394

7-a

June 18, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 16 enclosing copy of letter received by you from Howard Cooper Corporation advising that its claim against Meyers Contracting Company for rental of equipment used on the Woodburn-Brooks Section of the Pacific Highway has been paid in full.

We thank you for this information.

Very truly yours,

Secretary

HBG:AJ

cc Howard Cooper Corporation
East Third St.
Portland, Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 16, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from the Howard-Cooper Corporation advising that their notice of claim for $900.00 against the bond taken from Meyers Contracting Company, principal, and Globe Indemnity Company, surety, has been paid.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
enc. 1

COPY

HOWARD COOPER CORPORATION
East 3rd St. and Hawthorne Ave.
Portland, Oregon

June 15th, 1934

Secretary of State,
Salem, Oregon.

Dear Sir:

On September 22, 1933 we filed a claim with your against the bond taken from Globe Indemnity Company, surety, and Meyers Contracting Company, or Meyers & Stone Contracting Company, principals, in amount of $900.00 covering rental of equipment used on the Woodburn-Brooks section of the Pacific Highway.

We have received payment in full for this claim, and kindly ask that you release this lien.

Very truly yours,

HOWARD-COOPER CORPORATION

E. C. Lundquist
Secy-Treas.

E. C. Lundquist
J-

#1366

C-7A

June 15, 1934

Collins Concrete Pipe Company
410 River Street
Portland, Oregon

Gentlemen: Attention of Mr. Ray Collins

This acknowledges receipt of your letter of June 14 advising that your claim against Meyers Contract Company for materials furnished by you in connection with its contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County, has been paid in full.

Thank you for this information.

Very truly yours,

Secretary

[illegible]:AJ

cc Meyers Contract Co.
Governor Building
Portland, Oregon

COLLINS CONCRETE PIPE COMPANY
FOUR-HUNDRED-TEN RIVER STREET
PORTLAND, OREGON

June 14, 1934.

Mr. H. B. Glayser, Secretary State Highway Comm.
Salem,
Oregon.

Dear Mr. Glayser:

I am in receipt of a letter from the Meyers Contract Company of this city advising us of a certain lien that we filed against their contract No. 1396 in the amount of $2,538.80, job known as Brooks-Woodburn Section, Pacific Highway.

All money due and coming to us on this project has been paid for some time. We would appreciate it very much if you would release our lien against said contract and company, and notify them of same.

Yours truly,

COLLINS CONCRETE PIPE COMPANY.

By Ray Collins

RAC:B
Copy to Meyers Contract Co.

MEMBER ASSOCIATED GENERAL CONTRACTORS

#7396

E-7A

June 12, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 11 enclosing for our information a copy of a letter from E. L. Rigdon, stating that Meyers Contract Company has paid in full his claim for materials delivered to the Meyers' contract job on the Brooks-Woodburn Section of the Pacific Highway in Marion County.

Thank you for this information.

Very truly yours,

Secretary

HBG:AJ

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 11, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There is enclosed for your information a copy of a letter from E. L. Rigdon advising that his notice of claim against Meyers Contract Company for work on the Brooks-Woodburn Section of the Pacific Highway has been paid.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc. 1

COPY

Barlow, Oregon
June 8, 1934

Secretary of State,
Salem, Oregon

Dear Sir:

This is to notify you that Meyers Contract Company have paid in full the claim which I had for materials delivered on the Brooks-Woodburn Section of the Pacific Highway, a notice of which claim I filed with you on or about August 21, 1933, in connection with Highway Contract No. 1396.

Please acknowledge notice of release to me and to the Meyers Contract Company in Portland.

Yours very truly,

E. L. RIGDON
E. L. Rigdon

E-7A

June 11, 1934

Mayers Contract Co.
Governor Building
Portland, Oregon

Attention of Mr. R. J. Cooper

Gentlemen:

This acknowledges receipt of your letter of June 9 stating that you have paid all bills contracted in connection with your state highway contract, No. 1596, for the grade widening and shoulder construction on the Woodburn-Brooks Section of the Pacific Highway, and requesting a list of the claims on file in this office which our record shows are still unsatisfied.

Responding to your request, I am enclosing such list of unsatisfied claims.

Very truly yours,

Secretary

HBG:AJ

MEYERS CONTRACT CO.
ENGINEERS AND CONTRACTORS
GOVERNOR BUILDING
PORTLAND, OREGON

June 9,1934.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

This is to certify that all bills contracted on our contract work,State Job #1396,Brooks-Woodburn Highway widening,have been paid in full and all creditors satisfied.

However,we understand that there are still liens against us registered with you that have not been released.

We would suggest that you kindly send us names of any filers of liens against us remaining un-released so we can communicate with them with a view of securing releases.

We thank you in advance.

BJC

Very truly yours,

MEYERS CONTRACT COMPANY.

BJCooper.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Oregon E-7

February 15, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L.J.Caufield
Highway Engineer

Encl.

App. 12727

Oregon Emergency Construction
Highway Project No. E-7.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 25, 1933, by the Oregon State Highway Commission, and on April 14, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Construction Highway No. E-7; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for extension of the project southerly to survey station 370+00, thereby increasing the length from 15.405 miles to 16.046 miles, and for the construction of an asphaltic concrete pavement between survey stations 370+00 and 1168+00, and between survey stations 206+05 and 210+97; and by reason thereof has requested that the estimate of cost approved for said project be increased from $125,524.12 to $467,876.12, and that the Federal funds approved and set aside to the credit of said project be increased from $45,188.68 to $308,000.00;

NOW, THEREFORE, It is hereby mutually agreed by and between the Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows;

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred eight thousand and no/100 dollars ($208,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 370+00 in the S. 1/2 of Sec. 17, T. 6 S., R. 2 W., W.M., and survey station 206+05 in Sec. 12, T. 4 S., R. 1 W., W.M., length 16.046 miles, in Marion County, being Oregon Federal Aid project No. E-7, consisting of 16.032 miles of roadway and one bridge of more than 20 feet clear span 0.014 of a mile in length, known locally as the Aurora - Brooks section of the Pacific Highway."

Paragraph (b) of Article III shall be and is hereby stricken out.

Paragraph (c) of Article III shall read:

> "(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $462,305.61, Federal Aid $205,523.56; one bridge, approved estimate $5,579.51, Federal Aid $2,476.44."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials

> which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred eight thousand and no/100 dollars ($208,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred sixty-seven thousand, eight hundred seventy-six and 12/100 dollars ($467,876.12), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project no. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 30th day of January, 1934, and the Secretary of Agriculture on the 7th day of February, 1934.

OREGON STATE HIGHWAY COMMISSION

By ____________________
Chairman, State Highway Commission.

By E B Aldrich
Member, State Highway Commission

By ____________________
Member, State Highway Commission.

Secretary of Agriculture

OMS

By ____________________
Acting Chief, Bureau of Public Roads.

Oregon Emergency Construction
Highway Project No. E-7.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-7, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 467,876.12 in lieu of the $45,188.48 approved by Certificate of Apr. 14, 1933, as the total estimated cost of said project, and the sum of $ 208,000.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of February one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

[illegible] 8—4820

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your attention is called to what is evidently an error on Page 3 of the Project Agreement estimate for E. C. H. P. E-7-A, submitted with your letter of December 15.

We refer to the item 490 C.Y. Filler. In the P. S. & E. estimate you listed 490 cubic yards of 3/4"-0" Crushed Gravel Screenings immediately above the Filler item while in the P. A. Estimate you omit the screenings entirely.

We are returning 5 copies of the estimate herewith and request that corrected copies be supplied at your earliest convenience. Six copies of revised sheets will be necessary.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Enclosures

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
PORTLAND, OREGON

7-a

Dec. 18, 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Due to the fact that Poole & McGonigle, Inc. has seen fit to write to you in regard to an alleged claim it has against me in the sum of $11,928.06, and on account of other factors connected with my transactions with Poole & McGonigle, Inc., I have been forced to place this matter in my attorney's hands.

Enclosed is copy of letter which he has just sent to Poole & McGonigle, Inc., which I trust you will find self-explanatory.

Very truly yours,

Theodore Arenz

THEODORE ARENZ

TA:H
cc U. S. Fidelity & Guaranty Co.

Edward A. Boyrie
Reuben G. Lenske
N. Ray Alber
Lester L. Ahlgrim

C O P Y.

Law Offices of
William B. Layton
400 Pittock Block
Portland, Oregon

December 16th, 1933

Mr. E. L. McDougal,
Attorney at Law,
1401-1437 American Bank Building,
Portland, Oregon

Re: Poole & McGonigle, Inc. - Theodore Arens.

Dear Sir:

Your letter of December 12th, addressed to Mr. Arens has been referred to the writer.

I am also informed that you have volunteered to write the Oregon State Highway Commission a letter, as well as the United States Fidelity & Guaranty Co. This action on your part I not only deem unwarranted but to be malicious.

It was on the understanding that I had with you that the steel in question was already in the mills and in fact may have been in process of delivery to the coast that I suggested to Mr. Arens that he revoke his cancellation of order to Poole & McGonigle, Inc. given at a time when it was uncertain that this steel would be delivered. Mr. Arens acted on my suggestion despite the fact that he was paying a great deal higher price for this steel than he would otherwise be obligated to pay.

Subsequently one delay after another ensued. It was impossible to get any assurance from Poole & McGonigle, Inc. as to when delivery might be expected. Poole & McGonigle, Inc. was told time and time again that if Mr. Arens was to save himself from loss the cold weather would have to be anticipated. Mr. Arens has and is doing everything possible to mitigate his damages. Some loss has already occurred on account of the cold weather, and it is absolutely impossible to determine how much this loss will be increased by weather interference with the work from this time on. The steel as delivered was not fabricated by Poole & McGonigle, Inc. in accordance with State Highway specifications. A number of the holes had to be rebored to make the steel members fit. This has caused extra expense and delay.

Mr. Arens stands ready, willing and able to discharge in full any just obligation he may owe. He is also amenable to considering any reasonable basis of settlement at this time that may be suggested by Poole & McGonigle, Inc., although, as said before, he is not now in a position to determine the full amount of his damages.

Very truly yours,

WEL:EN

cc - State Highway Commission

cc - U. S. F. & G. Co.

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV
OREGON

November 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of ____________________
Oregon E-7-A
______________________________, was made by a representative of this office on October 16, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L.J.Caufield
Hwy. Engineer

#1396

E-7A.

October 31, 1933

Feenaughty Machinery Company
324 Belmont St.
Portland, Oregon

Gentlemen:

A copy of your letter of October 26, addressed to the Secretary of State, has been transmitted to us wherein you advise him that your lien filed on March 31, 1933 against Meyers Contracting Co. and the Globe Indemnity Corporation, its bondsmen, has been paid.

It evidently is your claim in the sum of $500 which you filed against State Highway Contract No. 1396, construction of Woodburn-Brooks Section of the Pacific Highway. We are correcting our records accordingly.

Very truly yours

Secretary

AJ

cc Meyers Contracting Co.
Governor Building
Portland, Oregon

C. H. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 31 1933
Y COMMISSION

October 30, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from the Feenaughty Machinery Company advising that their notice of claim against the Meyers Contracting Company, principal, and Globe Indemnity Corporation, surety, has been liquidated.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 1

COPY

FEENAUGHTY MACHINERY COMPANY
324 Belmont Street
Portland, Oregon

October 28, 1933

Mr. Hal E. Hoss, Secretary of State,
Salem, Oregon.

Dear Sir:

Referring to the notice of lien filed by this company on March 31, 1933 against the Meyers Contracting Co. and the Globe Indemnity Corporation, their bondsmen. Please cancel said lien as the claim has been liquidated.

Thanking you, we are

Very truly yours,

Feenaughty Machinery Co.

By W. O. Feenaughty
President.

WOF:m

#1396

7-a

October 28, 1935

Oregon Gravel Company
Salem
Oregon

Gentlemen:

A copy of your letter, dated October 19, directed to the Secretary of State, has been forwarded to this office, wherein you state your claim, in the sum of $400.00, against Meyers Contract Company in connection with State Highway Contract No. 1396, construction of Woodburn-Brooks Section of the Pacific Highway in Marion County, has been paid in full.

We are changing our records accordingly.

Very truly yours

Secretary

AJ

cc Globe Indemnity Company
% Geo. S. Kerr Co., Agents
Title and Trust Building
Portland, Oregon

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 24 1933
OREGON
STATE HIGHWAY COM

October 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from the Oregon Gravel Company advising that their notice of claim for $400.00 against the bond taken from the Meyers Contract Company, principal, and Globe Indemnity Co pany, surety, for work on the Woodburn-Brooks Section of the Pacific Highway has been satisfied.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

ffice and Bunkers
1405 N. Front Street

COPY

Phone: 4131-4132

OREGON GRAVEL COMPANY
Sand, Gravel, Cement, Concrete Products
Building Materials
Salem, Oregon

Oct. 19,1933.

Mr. Hal. E. Hoss, Secretary of State,
State House,
Salem, Oregon.

Dear Sir:

On Oct. 4, 1933, we filled a notice of claim for materials furnished in the amount of $400.00 unpaid against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway, contract No. 1396.

Please be advised that we received a check for $400.00 from Mr. E. L. Ridgon, which pays this claim in full. We hereby file notice to cancell our claim filed Oct. 4, 1933. for the above money.

Very truly yours,

Oregon Gravel Company.

R. S. Slater
Supt. in charge

RECEIVED
OCT 24 1933

#1396

7-a

October 18, 1933

Globe Indemnity Company
C/o Geo. S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the State Industrial Accident Commission against the bond furnished by Meyers Contract Company in connection with their contract No. 1396 which covers construction work on the Woodburn-Brooks Section of the Pacific Highway in Marion County. This claim is in the amount of $52.18 and represents contributions due the Accident Fund.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Meyers Contract Co.
519 Governor Building
Portland, Oregon

October 18, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your recent communication with attached copies of notice of claim filed by the State Industrial Accident Commission against the bond taken from Meyers Contract Company in connection with contract No. 1596 which was awarded them for construction on the Woodburn-Brooks Section of the Pacific Highway in Marion County. This claim amounts to $52.16 and represents contributions due the Accident Fund.

In accordance with our usual practice we are today sending the surety and the contractor a copy of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 14 1933
OREGON
STATE HIGHWAY COMMISSION

October 11, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

There are enclosed for your information three copies of a notice of claim by State Industrial Accident Commission for contributions due the Accident Fund in the amount of $52.18 against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Brooks-Woodburn Section of the Pacific Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

To – STATE OF OREGON

Hal E. Hoss,
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the Accident Fund, in the sum of $52.18, against the bond taken from Meyers Contract Company and the Globe Indemnity Company, Geo. S. Kerr Co., Agents, Title & Trust Building, Portland, Oregon, for work performed on the Brooks-Woodburn section of the Pacific Highway, under a contract with the Highway Commission of Oregon.

STATE INDUSTRIAL ACCIDENT COMMISSION

By _____ RALPH H. CAMPBELL _____
Attorney

RHC:LF

Endorsed: File No. 2519
Filed October 11, 1933
HAL E. HOSS,
Secretary of State

#1396

1-a

October 16, 1933

Pure Iron Culvert & Mfg. Co.
703 Gladstone Street
Portland, Oregon

Attention: E. W. Gibson, Mgr.

Gentlemen:

This is to acknowledge receipt of and thank you for the copy of your letter of October 14th, directed to Hal E. Hoss, Secretary of State, stating that you have received payment in full of your account against the Meyers Contract Company in the amount of $150.56, State Highway Contract No. 1396.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MD

cc - Globe Indemnity Company
C/o Geo. S. Kerr Company
Title & Trust Building
Portland, Oregon

cc - Meyers Contract Company
819 Governor Building
Portland, Oregon

ate Hwy. Dept. Attention Mr. Probert
ntract Co., Portland, Oregon

October 14, 1938

To
H. B. Glaisyer

Lnt

s, Secretary of State

s to notify you that we have received
l of our account against the Meyers
Contract Company in the amount of $156.96.

This covered culvert material furnished by us for their job called the Woodburn-Brooks Section of the Pacific Highway.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E M Gibson
Manager

EWGibson:HK

#1396

C. N. LAUGHRIGE, CHIEF DEPUTY

cc: Oregon State Hwy. Dept. Attention Mr. Probert
Meyers Contract Co., Portland, Oregon

October 14, 1933

Mr. Hal E. Hoss, Secretary of State
Salem, Oregon

Dear Sir:

This is to notify you that we have received payment in full of our account against the Meyers Contract Company in the amount of $156.96.

This covered culvert material furnished by us for their job called the Woodburn-Brooks Section of the Pacific Highway.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E. W. Gibson

Manager

EWGibson:HK

#1396

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

7a

October 16, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from the Pure Iron Culvert & Manufacturing Company advising that their notice of claim for $156.96 against the Meyers Contract Company for work on the Woodburn-Brooks Section of the Pacific Highway has been paid.

Yours very truly,

Hal E Hoss
Secretary of State

HM
enc. 1

RECEIVED
OCT 17 1933
DIVISION

COPY

PURE IRON CULVERT & MANUFACTURING CO.

763-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

October 14, 1933

Mr. Hal E. Hoss, Secretary of State
Salem, Oregon

Dear Sir:

This is to notify you that we have received payment in full of our account against the Meyers Contract Company in the amount of $156.96.

This covered culvert material furnished by us for their job called the Woodburn-Brooks Section of the Pacific Highway.

Yours very truly,

PURE IRON CULVERT & MFG. CO.
E. W. Gilbson
Manager

EWGibson:HK

RECEIVED
OCT 17 1933
OREGON
[illegible]

#1396

7-a

October 6, 1935

Globe Indemnity Company
C/o Geo. E. Kerr Co.
Title & Trust Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim in the amount of $400.00 which has been filed by the Oregon Gravel Company against the bond taken from Meyers Contract Company in connection with contract No. 1396 which was awarded that company for construction work on the Woodburn-Brooks Section of the Pacific Highway.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Meyers Contract Co.
519 Governor Building
Portland, Oregon

October 6, 1933

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 5th with attached copies of notice of claim which has been filed by the Oregon Gravel Company against the bond furnished by the Meyers Contract Company in connection with State Highway contract No. 1396 which was awarded the Meyers Contract Company for construction work on the Woodburn-Brooks Section of the Pacific Highway. This claim is in the amount of $400.00 and is for material furnished by the Oregon Gravel Company.

In accordance with our usual custom we are sending a copy of this claim to the surety and also to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMM.

October 5, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Oregon Gravel Company has filed in this office on October 4th a notice of claim for materials furnished in the amount of $400.00 against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway, State Highway contract No. 1396.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

COPY

Office and Bunkers
1405 N. Front Street

Phone: 4131-4132

OREGON GRAVEL COMPANY
Sand, Gravel, Cement, Concrete Products
Building Materials

Salem, Oregon
Oct. 4, 1933.

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

To the: Secretary of State, Hal E. Hoss,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice hereby is given that the undersigned, Oregon Gravel Company, Salem, Oregon, has a claim for gravel furnished for shoulders, in the sum of an unpaid balance of Four hundred Dollars and no cents ($400.00) against the bond taken from the Globe Indemnity Company (by Meyers Contract Company) for the work on Contract No. 1396 - Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon, - 9.39 miles of grade widening.

Attached hereto is statement of the account.

Very truly yours,

OREGON GRAVEL COMPANY

By R. D. Slater
R. D. Slater-Sup't in charge

* * * * * * *

Oregon Gravel Company
Salem, Oregon, October 4, 1933

Sold to
E. L. Rigdon -(Meyers Contract Company Job)
Barlow, Oregon

Contract No. 1396 - Woodburn-Brooks Section of the Pacific Highway in Marion County - 9.39 miles of grade widening

		Delivered	(Charges)	(Credits)
1932				
Nov. 1-30	4033 cu. yds. gravel for shoulders	@ $1.00 per cy	$4033.00	
Dec. 1-31	24 cu. yds. gravel for shoulders	@ $1.00 per cy	24.00	
1932				
Dec. 7	Cash received on account from E. L. Rigdon			$1451.80
1933				
Jan. 11	Cash received on account from E. L. Rigdon			1976.25
May 24	Cash received on account from E. L. Rigdon			228.95
		Totals.......	$4057.00	$3657.00
	Less total credits		3657.00	
	Net Balance due..............		$ 400.00	

I certify that the above bill for gravel was furnished the Meyers Contract Company thru E. L. Rigdon, at the instance of E. L. Rigdon, and that the items shown above were used on Oregon State Highway Contract No. 1396 - Woodburn-Brooks Section of the Pacific Highway in Marion County - 9.39 miles of grade widening, and that the balance shown above of $400.00 is unpaid.

Oregon Gravel Company
By R. D. Slater
R. D. Slater-Sup't in charge

Endorsed: File No. 2312
Filed October 4, 1933,
HAL E. HOSS, Secretary of State

#1396

7-a

October 2, 1933

Meyers Contract Company
414 Government Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter from Day, Hampson & Nelson, attorneys for the Standard Oil Company of California, directed to Hal E. Hoss, Secretary of State, advising that the claim of the Standard Oil Company against Meyers Contract Company for services rendered under Highway Contract No. 1396 for the improvement of the Woodburn-Brooks section of the Pacific Highway in Marion County, has been satisfied.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]
encl.

cc: Globe Indemnity Company
c/o Geo. S. Kerr Co.
Title & Trust Building
Portland, Oregon

October 2, 1933

Hon. Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

I wish to thank you for your letter of the 29th ult. enclosing a copy of the letter from Dey, Hampson & Nelson advising that the claim of the Standard Oil Company of California against the Meyers Contract Company had been satisfied.

Proper notation of this is being made in our records. We appreciate very much receiving such information and thank you for the cooperation we have received in matters of this kind.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RMB

October 2, 1933

Hon. Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

I wish to thank you for your letter of the 29th ult. enclosing a copy of the letter from Day, Hampson & Nelson advising that the claim of the Standard Oil Company of California against the Meyers Contract Company had been satisfied.

Proper notation of this is being made in our records. We appreciate very much receiving such information and thank you for the cooperation we have received in matters of this kind.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RMB

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

September 29, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed a copy of a letter from Dey, Hampson & Nelson advising of the satisfaction of a notice of claim by the Standard Oil Company of California for work on the Woodburn-Brooks Section of the Pacific Highway, contract No. 1396.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

RECEIVED
SEP 29 1933
OREGON
STATE HIGHWAY COMMISSION

COPY

DAY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Building
Portland, Oregon

September 27, 1933.

Honorable Hal E.Hoss,
Secretaryof State,
Salem, Oregon.

Dear Sir:

On August 10, 1933, we filed with you on behalf of the Standard Oil Company of California its claim against the bond taken from the MeyersContract Company, principal, and Globe Indemnity Company, surety, in the sum of $494.80 on account of materials furnished the Meyers Contract Company in connection with the widening of the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon, Oregon State Highway Contract No. 1396.

Please be advised that the Standard Oil Company has received full payment of this claim, the same having been made by the Meyers Contract Company, and we request that you withdraw the notice of claim.

Very truly yours,

DEY, HAMPSON & NELSON

17/24

RECEIVED
SEP 29 1933
OREGON
STATE HIGHWAY COMMISSION

#1396

7-a

September 25, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 23 enclosing copies of notice of claim filed by Howard-Cooper Corporation against Meyers Contract Company to which the State Highway Commission awarded the contract for the construction of the Woodburn-Brooks Section of the Pacific Highway.

Copies of the notice are being mailed to the contractor and its surety.

Very truly yours

Secretary

AJ

September 25, 1933

Globe Indemnity Company
% Geo. S. Kerr Co., Agents
Title and Trust Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Howard-Cooper Corporation against Meyers Contract Company in connection with State Highway Contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

The amount of the lien is $900.00 and is for rental of a road grader.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

Hal E. Hoss

AJ

cc Meyers Contract Co.
Governor Building
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 25 1933
OREGON
STATE HIGHWAY COMMISSION

September 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Howard-Cooper Corporation has today filed a notice of claim for rental of equipment in the amount of $900.00 against the bond taken from Meyers Contracting Company or Meyers & Stone Contracting Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks section of the Pacific Highway.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

11237

HOWARD-COOPER CORPORATION
Main Office and Warehouse
East 3rd St. and Hawthorne Ave.
Portland, Oregon
September 22, 1933

Hal Hoss, Secretary of State
State House
Salem
Oregon

Dear Sir:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, has a claim for rental of a road grader in the sum of Nine-hundred ($900.00) dollars against a bond taken from the Globe Indemnity Co. for the contractors, Meyers Contracting Co., or Meyers & Stone Contracting Co. Said grader was used on State Highway work known as the Woodburn Brooks Widening contract.

HOWARD-COOPER CORPORATION

By D. I. COOPER
President.

The above claim in the amount of $900.00 has not been paid and we desire same to be filed in your office so that it will become a lien against the Globe Indemnity Co. and the Meyers Contracting Co., or the Meyers & Stone Contracting Co., as we do not know for sure which name they were operating under on this particular contract, but they are the same people and have been known to work under both names.

Yours truly,

HOWARD-COOPER CORPORATION

D. I. COOPER
President

IC:MW

Endorsed: File No. 2505
Filed September 23, 1933
HAL E. HOSS,
Secretary of State

CLASS OF SERVICE DESIRED	
TELEGRAM	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT   GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1217A

NO.	CASH OR CHG
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

September 20, [illegible]

9-a

Mr. E. L. King, Superintendent
Southern Pacific Company,
Portland, Oregon.

NOTED
State Highway Engineer

IT IS UNDERSTOOD THAT THE SOUTHERN PACIFIC RAILWAY COMPANY WILL BE RESPONSIBLE FOR ANY ACCIDENTS DUE TO HIGHWAY TRAVEL DURING THE CHANGING OF THE WIGWAG AT WOODBURN.

Wm. E. Chandler

cc R. H. Baldock
Auditor
Confirmation
Files

WM. E. CHANDLER
Division Engineer.

WEC:ER

cc Mr. R. H. Baldock
Mr. J. M. Devers
Mr. H. G. Smith
Mr. F. D. Eason
Mr. J. H. Neaf

FORM 5-8-1 10141 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 11, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. L. King, Superintendent
Southern Pacific Company,
Portland, Oregon.

Attention: Mr. Fred Peikert.

Dear Sir:

This is to verify our conversation of today regarding the electric wigwag at Woodburn.

We desire the circular red disk to remain in the same relation to the edge of the new 20-foot pavement as it now bears to the edge of the 18-foot pavement.

You stated that you had different lengths of lever arms that could be used, and we would, therefore, like to have a long lever arm so that the signal block itself will be as far away from the pavement as possible. Whatever distance this is, will be satisfactory.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ER

cc Mr. R. H. Baldock
Mr. J. M. Devers
Mr. H. G. Smith
Mr. F. D. Eason
Mr. J. H. Neef

7-a

September 6, 1933

Harry L. Raffety, Attorney
Globe Indemnity Company
803 Title & Trust Building
Portland, Oregon

Dear Sir:

Responding to your request of September 5, I am pleased to inclose a list of claims on file in this Department against the Myers Contract Company, contractors, for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

No doubt there are other claims against this contract, however, those listed are all that are filed in this office.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

GLOBE INDEMNITY COMPANY
NEW YORK

GLOBE INDEMNITY COMPANY

A. DUNCAN REID, PRESIDENT

CASUALTY INSURANCE

FIDELITY AND SURETY BONDS

HARRY L. RAFFETY
ATTORNEY
LEGAL AND CLAIM DEPARTMENT

803 TITLE & TRUST BLDG.
PORTLAND, OREGON

September 5, 1933.

IN RE: MEYERS CONTRACT COMPANY

Mr. H. B. Glaisyer,
c/o Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

I would like to have a list of all claims filed to date against Meyers Contract Company and Globe Indemnity Company, as surety upon its bond, on account of the Woodburn-Brooks Section of the Pacific Highway. Mr. Meyers expects to presently make payment of these claims and we want to be sure we have all the claims including any subcontractors, from whom Mr. Meyers may not have purchased directly.

Yours very truly,

HLR:DF

HARRY L. RAFFETY

[illegible]

Sept, 6, 1933

Claims on file against Meyers Contract Co. - Cont. #1396 -

Sunset Pacific Oil Company - for gasoline furnished -	$ 823.36
Feenaughty Machinery Co. - equipment rental -	300.00
E. L. Rigdon - for material furnished -	3,062.22
Collins Concrete Pipe Co. - for material -	2,538.80
Accident Commission - for contribution -	595.32
Standard Oil Co. - for supplies furnished -	494.80

7-a

August 25, 1933

Globe Indemnity Company
% Geo. S. Kerr Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached is duly executed copy of agreement between the State of Oregon, by and through its State Highway Commission, party of the first part, and Meyers Contract Company, party of the second part, covering the matter of settlement of claims arising out of State Highway Contract No. 1352, for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

7-a

August 25, 1935

Meyers Contract Company
Governor Building
Portland, Oregon

Gentlemen:

Attached is fully executed copy of agreement between the State of Oregon, by and through its State Highway Commission, party of the first part, and Meyers Contract Company, party of the second part, covering the matter of settlement of claims arising out of your contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This copy is for your records and files.

Very truly yours

AJ

7-a

August 24, 1933

Mr. E. L. Rigdon
Barlow
Oregon

Dear Sir:

Receipt is acknowledged of your affidavit requesting copy of state highway contract #1396.

We are pleased to hand you certified copy of contract and bond in connection with the contract that was awarded by the State Highway Commission to Meyers Contract Company for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

Very truly yours

Secretary

AJ

RECEIVED
AUG 23 1933
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

In support of claim of E. L. Rigdon against
Meyers Contract Company as principal
and the Globe Indemnity Co. as surety.

STATE OF OREGON)
) ss.
COUNTY OF Clackamas)

I, E. L. Rigdon, being first duly sworn, on my oath depose and say:

That in the autumn, winter and spring of 1932-1933, I furnished and delivered rock and gravel to and for the Meyers Contract Company to be used, and which were used, in connection with State Highway Contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon;

That a balance of $3,062.22 is now due and owing to me for said materials so furnished, and said balance has not been paid; and no part of said balance has been paid;

That I make this affidavit for the purpose of obtaining a certified copy of the contract and bond covering said highway construction work under said contract No. 1396.

Further affiant sayeth naught.

E. L. Rigdon

Subscribed and sworn to before me this 22nd
day of August, A. D. 1933.

L C Buchner
Notary Public for Oregon.

SEAL

My commission expires Jan 10, 1937

#1391

7-a

August 24, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 23 enclosing copies of notice of claim filed by E. L. Rigdon against Meyers Contract Co. in connection with its contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

Copies of the notice are being forwarded to the contractor and its surety.

Very truly yours

Secretary

AJ

August 24, 1933

Globe Indemnity Company
% Geo. S. Kerr Company, Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by E. L. Rigdon against Meyers Contract Company in connection with its contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

The claim is $3,082.22, and is for rock and gravel furnished to the contractor.

This information is transmitted to you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

MBG:AJ

Meyers Contract Co.
519 Governor Building
Portland, Oregon

August 24, 1935

Globe Indemnity Company
℅ Geo. S. Kerr Company, Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by E. L. Rigdon against Meyers Contract Company in connection with its contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

The claim is $5,062.22, and is for rock and gravel furnished to the contractor.

This information is transmitted to you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

EBG:AJ

cc Meyers Contract Co.
519 Governor Building
Portland, Oregon

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 24 1933
STATE HIGHWAY COMMISSION
OREGON

August 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by E. L. Rigdon for materials furnished in the amount of $3,062.22 against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway, State Highway contract No. 1396, has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

Barlow, Oregon,

August 21, 1933

To

RE: Meyers Contract Company.

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, E. L. Rigdon, whose post office address is Barlow, Oregon, has a claim for the furnishing and delivering of materials, to-wit: for rock and gravel, in the sum of an unpaid balance of Three Thousand Sixty-two and 22/100 ($3,062.22) Dollars, against the bond taken from MEYERS CONTRACT COMPANY as principal and the Globe Indemnity Company as surety, for and on account of rock and gravel supplied and delivered for said Meyers Contract Company as contractor with the State of Oregon, which said rock and gravel were used in connection with State Highway Contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon.

E. L. RIGDON

E. L. Rigdon

Endorsed: File No. 2500
Filed August 23, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
AUG 24 1933
OREGON

#1396

7-a

July 7, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 6 enclosing copies of notice of claim filed by State Industrial Accident Company against Meyers Contract Company in connection with its state highway contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

We are today sending copies thereof to the contractor and its surety for their information.

Very truly yours

Secretary

AJ

Hal E. Hoss

July 7, 1933

Globe Indemnity Company
℅ Geo. S. Kerr Co.
Title and Trust Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by State Industrial Accident Commission against Meyers Contract Company in connection with its contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

The claim is $505.32 and is for contributions due the Accident Fund.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Meyers Contract Co.
519 Governor Building
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 7 - 1933
OREGON
STATE HIGHWAY COMMISSION

July 6, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by the State Industrial Accident Commission for contributions due the Accident Fund in the sum of $595.32 against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Brooks-Woodburn Section of the Salem-Portland Highway.

A copy of this notice is enclosed for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

RECEIVED
JUL 7 - 1933
OREGON
STATE HIGHWAY COMMISSION

July 1st, 1933.

To - STATE OF OREGON

Hal E. Hoss,
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the Accident Fund in the sum of Five Hundred Ninety-five Dollars and Thirty-two Cents, ($595.32), against the bond taken from the Meyers Contract Company and the Globe Indemnity Company in connection with the State Highway Contract on the Brooks-Woodburn section of the Salem-Portland State Highway.

STATE INDUSTRIAL ACCIDENT COMMISSION

By Ralph H. Campbell
Attorney

LF

Endorsed: File No. 2271
Filed July 6, 1933
HAL E. HOSS,
Secretary of State

#130

7-a

June 27, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 26 enclosing copies of notice of claim filed by Collins Concrete Pipe Company against Meyers Contract Company in connection with State Highway Contract No. 1596, construction of Woodburn-Brooks Section of the Pacific Highway in Marion County.

Copies of the notice are being forwarded to the contractor and its surety.

Very truly yours

Secretary

AJ

June 27, 1933

Globe Indemnity Company
% Geo. S. Kerr Company, Agents
Title and Trust Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Collins Concrete Pipe Company against Meyers Contract Co. in connection with State Highway Contract No. 1396, construction of Woodburn-Brooks Section of the Pacific Highway in Marion County.

The amount of the claim is $2,538.80 and is for materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Meyers Contract Co.
519 Governor Bldg.
Portland, Oregon

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

June 26, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

On May 22nd there was filed in this office a notice of claim by Collins Concrete Pipe Company for materials furnished in the amount of $2538.80 against the bond taken from Meyers Contract Company, principal, for work on the Woodburn-Brooks Widening job.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the principal and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

AFFIDAVIT

STATE OF OREGON }
COUNTY OF MULTNOMAH } ss

I, Ray Collins, being first duly dworn, depose and say that I am Vice-President of the Collins Concrete Pipe Company. That the Collins Concrete Pipe Company furnished to Cornelious Meyers, doing business as Meyers Contract Company, material amounting to Four Thousand Two Hundred Forty and 55/100 Dollars ($4240.55) on their contract with the State of Oregon, Contract No. 1396 known as Woodburn Brooks Widening Job, and that there is a balance due on said account of Two Thosand Five Hundred Thirty-eight and 80/100 Dollars ($2538.80.) Th[illegible] this affidavit is being ma[illegible] f[illegible] the purpose of collecting the balance due the Collins Concrete Pipe Company on the Woodburn-Brooks Widening Job described above.

Dated this 10t[illegible] a[illegible]f May, 1933.

RAY COLLINS

Subscribed and sworn to before me this 20 day of May, 1933.

(SEAL)

CHAS. H. JONES
Notary Public for Oregon.
My commission expires______
Notary Public for Oregon
My commission expires March 2nd 1935

Endorsed: File No. 2250½
Filed May 22, 1933
HAL E. HOSS,
Secretary of State

#1396

1-a

June 2, 1933

Globe Indemnity Company
Geo. S. Kerr Co., Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Stephen W. Matthieu, attorney, in behalf of the Collins Concrete Pipe Company for materials furnished in the amount of $2,538.80, with interest from April 10, 1933, to Meyers Contract Company in the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This information is given you since you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

[redacted]
jn

C. C. Meyers Contract Co.
519 Governor Building
Portland, Oregon

1396

June 2, 1933

Hal E. Hoss, Secretary of State
Capitol Building

Dear Sir:

Acknowledgment is made of the receipt of your letter of May 31 inclosing copies of notice of claim filed in your office by Stephen W. Matthieu, attorney for the Collins Concrete Pipe Company for materials furnished in the amount of $2,536.80, with interest from April 10, 1933, to Meyers Contract Company in the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

We are today forwarding copies of this notice to the surety and the contractor.

Very truly yours

Secretary

HBG
jm

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

1396

JUN 1 - 1933

May 31, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Mr. Stephen W. Matthieu, Attorney at Law, Portland, Oregon, has forwarded to this office a notice of claim by Collins Concrete Pipe Company for materials furnished in the amount of $2538.80, with interest from April 10, 1933, against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway, and the notice has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

COPY

To THE STATE OF OREGON,
HAL HOSS, Secretary of State for the
State of Oregon; and the
STATE HIGHWAY COMMISSION OF OREGON
Salem, Oregon.

Gentlemen:

NOTICE IS HEREBY GIVEN, that the undersigned, Collins Concrete Pipe Company, an Oregon corporation, has a claim for materials furnished, consisting of concrete pipe of various dimensions from 8 inches to 48 inches inclusive, in the sum of $4238.80, on account of which $1700.00 has been paid, leaving a balance due of $2538.80 with interest thereon from the 10th day of April, 1933, against the bond taken from Meyers Contract Company, a corporation, as principal, and the Globe Indemnity Company, a corporation, as surety upon such bond, for the work of grading, widening and repairing the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon, under contract with the State Highway Commission of said state.

COLLINS CONCRETE PIPE COMPANY

By J. J. COLLINS
President

Dated at Portland, Oregon
this 25th day of May, 1933.

Endorsed: File No. 25258
Filed May 31, 1933
HAL E. HOSS,
Secretary of State

#1396

7-a

June 1, 1933.

Globe Indemnity Company
C/o George S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We are enclosing herewith copy of notice of claim which has been filed by the Collins Concrete Pipe Company against the bond furnished by the Meyers Contract Company for material furnished in connection with contract No. 1396 which was awarded the Meyers Contract Company for construction work on the Woodburn-Brooks Section of the Pacific Highway in Marion County, said claim being in the sum of $2558.80 with interest thereon from April 10, 1933.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBC:MC

cc - Meyers Contract Co.
519 Governor Building
Portland, Oregon

June 1, 1933.

Mr. Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 25th advising us of a claim filed by the Collins Concrete Pipe Company against the bond furnished by the Meyers Contract Company in connection with contract No. 1396 which was awarded them for construction on the Woodburn-Brooks Section of the Pacific Highway in Marion County, said claim being in the sum of $2538.80 with interest thereon from April 10, 1933.

We are making a note of this claim in the records of this particular project and in addition we are notifying the contractor and surety of the existence of this claim in conformance with our usual practice.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

25 May 1933

MAY 1 1933

State Highway Commission
of the State of Oregon,

Salem, Oregon.

Gentlemen:

I herewith enclose copy of notice filed on behalf of Collins Concrete Pipe Company against the bond of the Meyers Contract Company as principal and Globe Indemnity Company as surety in connection with materials furnished for the work of grading, widening and repairing of Woodburn-Brooks section of the Pacific Highway in Marion County, Oregon. The already of which is being filed with the Secretary of State.

Yours truly

Stephen W Matthieu

SWM-k

enc.

To THE STATE OF OREGON,
HAL HOSS, Secretary of State for the
State of Oregon; and the
STATE HIGHWAY COMMISSION OF OREGON
Salem, Oregon.

Gentlemen:

NOTICE IS HEREBY GIVEN, that the undersigned, Collins Concrete Pipe Company, an Oregon corporation, has a claim for materials furnished consisting of concrete pipe of various dimensions from 8 inches to 48 inches inclusive, in the sum of $4238.80, on account of which $1700.00 has been paid, leaving a balance due of $2538.80 with interest thereon from the 10th day of April, 1933, against the bond taken from Meyers Contract Company, a corporation as principal, and the Globe Indemnity Company, a corporation, as surety upon such bond, for the work of grading, widening and repairing the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon, under contract with the State Highway Commission of said state.

COLLINS CONCRETE PIPE COMPANY
By J.J. Collins Pres.

Dated at Portland, Oregon
this 25th day of May 1933.

#1396

1a

May 24, 1933.

Globe Indemnity Company
C/o Geo. S. Kerr Co., Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

We are informed that the Collins Concrete Pipe Company has a claim in the amount of $2538.80 against the Meyers Contract Company. This claim represents payment due for material supplied the Meyers Contract Company in connection with Contract No. 1396 which covers the widening of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Meyers Contract Co.,
519 Governor Bldg.,
Portland, Oregon

May 24, 1933.

Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

Wish to acknowledge receipt of your communication of May 22nd and affidavit regarding the claim of the Collins Concrete Pipe Company against the Meyers Contract Company, which claim amounts to $2538.80 and represents material supplied the Meyers Contract Company in connection with State Highway Contract No. 1396.

As requested by you we are forwarding to you today, by express, a certified copy of this contract and bond.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

22 May 1933

RECEIVED
MAY [illegible] 193[illegible]
OREGON

State Highway Commission
Salem
Oregon

Gentlemen:

I represent the Collins Concrete Pipe Company who have a claim against Meyers Contract Company and its bondsmen in connection with the widening of the Brooks-Aurora Section of the Pacific Highway in Clackamas and Marion Counties and in order to institute proceedings it is necessary that I have a certified copy of the contract and bond. I am enclosing my affidavit in the usual form for the purpose of securing such copies.

Yours truly

Stephen W Matthieu

SWM-k

STATE OF OREGON)
) ss
County of Multnomah

I, Stephen W Matthieu, being first duly sworn, depose and say: That I am attorney for the Collins Concrete Pipe Company, an Oregon corporation; that my client has a claim against the Meyers Contract Company and its bondsmen in connection with material furnished for the widening of the Brooks-Aurora section of the Pacific Highway in Clackamas and Marion Counties, Oregon. That the material supplied consisted of concrete pipe upon which there is a balance unpaid of $2538.80.

That this affidavit is made for the purpose of securing on behalf of my client, Collins Concrete Pipe Company, a copy of the contract and bond so that a claim may be filed thereon.

Stephen W Matthieu

Subscribed and sworn to before me this 23d day of May, 1933

Marion King
Notary Public for Oregon

My Commission expires 30 September 1933

#1396

7a

May 23, 1935.

Reynolds, Flegel & Smith
Attorneys at Law
909 American Bank Bldg.,
Portland, Oregon

Attention: Mr. A. S. Vosburg

Gentlemen:

Responding to your request of the 20th instant I am sending to you today, by express, a certified copy of State Highway Contract No. 1396 which was awarded by the State Highway Commission to the Meyers Contract Company for the widening of the Woodburn-Brooks section of the Pacific Highway in Marion County.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

May 23, 1935.

Globe Indemnity Company
C/o Geo. S. Kerr Co., Agent
Title & Trust Bldg.,
Portland, Oregon

Gentlemen:

We have received notice of claim filed by E. D. Miller, Vice-President of the Sunset Pacific Oil Company, against the bond furnished in connection with State Highway Contract No. 1396 which was awarded to the Mayers Contract Company for the widening of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This claim amounts to $823.36 and is for gasoline furnished by the above mentioned company.

We are giving you this information as you appear as surety on the bond in question.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Mayers Contract Co.
519 Governor Bldg.,
Portland, Oregon

N W. REYNOLDS
AUSTIN F. FLEGEL
NEWTON C. SMITH

FRANK P. KEENAN
ROBT. S. FARRELL, JR.
ARTHUR S. VOSBURG

REYNOLDS, FLEGEL & SMITH
ATTORNEYS AT LAW
909 AMERICAN BANK BUILDING
PORTLAND, OREGON

May 20, 1933

RECEIVED
MAY 23 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

We inclose herewith affidavit of E. D. Miller, vice-president of the Sunset Pacific Oil Company of Nevada made for the purpose of obtaining a certified copy of contract between the Meyers Contract Company and the State of Oregon for the widening of the Woodburn-Brooks section of the Pacific Highway, same being contract No. 1396 and bond of the Globe Indemnity Company securing the performance of the Meyers Contract Company.

Will you please forward certified copy of said contract and bond direct to us as soon as possible.

Very truly yours

REYNOLDS, FLEGEL & SMITH

BY A. S. Vosburg

ASV:B

STATE OF OREGON)
County of Multnomah) ss

I, E. D. Miller, being first duly sworn, depose and say that I am the vice-president of the Sunset Pacific Oil Company of Nevada, a corporation, and make this affidavit for the purpose of obtaining a certified copy of the contract between the Meyers Contract Company and the State of Oregon covering the work of grade widening and shoulder construction on the Woodburn-Brooks section of the Pacific Highway, Marion County, State of Oregon, same being contract No. 1396, together with a certified copy of the bond.

I further depose that during the construction of the above highway that the Sunset Pacific Oil Company furnished to the said Meyers Contract Company materials used in said construction, to-wit, gasoline, and that the said Meyers Contract Company has not paid the Sunset Pacific Oil Company for said gasoline and is indebted to the said Sunset Pacific Oil Company in the sum of $823.36.

E D Miller

Subscribed and sworn to before me this 15th day of May, 1933.

Arthur S. Vosburg
Notary Public for Oregon
My commission expires: 2/9/37

MAY 23 19
OREGON
STATE HIGHWAY COMMISSION

#1396

7-a

May 18, 1933

Eagle Indemnity Company
Geo. S. Kerr Co., Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Sunset Pacific Oil Company for materials furnished in the amount of $823.36 to Meyers Contract Company in connection with the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This information is given you since you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

c.c. Meyers Contract Co.
519 Governor Building
Portland, Oregon

May 18, 1933

Hal E. Hoss, Secretary of State
Capitol Building

Dear Sir:

This will acknowledge receipt of notice of claim filed in your office by the Sunset Pacific Oil Company for materials furnished in the amount of $823.36 to Meyers Contract Company in connection with the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

As is our usual custom, we have forwarded copies of such notice to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

May 17, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Sunset Pacific Oil Company of Nevada for materials furnished in the amount of $823.36 against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks section of the Pacific Highway, State Highway contract No. 1396, has been received from Reynolds, Flegel & Smith, Attorneys, Portland, Oregon, and filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

OPY

May 11, 1933

TO THE STATE OF OREGON:

Notice is hereby given that the undersigned, Sunset Pacific Oil Company of Nevada, a corporation, has a claim for gasoline furnished in the sum of $823.36 against the bond taken from Meyers Contract Company, as principal, and Globe Indemnity Company, as surety, for the work of grade widening and shoulder construction on the Woodburn-Brooks section of the Pacific Highway in Marion County, State Highway Contract No. 1596.

SUNSET PACIFIC OIL COMPANY OF NEVADA

BY E. D. Miller
Vice-President

Endorsed: File No. 2248
Filed May 17, 1933
HAL E. HOSS,
Secretary of State

#1396

7-a

May 17, 1933.

Globe Indemnity Company,
Title & Trust Building,
Portland, Oregon.

Attention: Harry L. Raffety, Attorney.

Gentlemen:

Please be advised that we will soon be ready to make final payment to Meyers Contract Company in connection with their contract No. 1396 - Woodburn-Brooks Section of the Pacific Highway in Marion County. The amount of the final payment will be $1,460.39.

The warrant covering the above final payment will be held at this office until satisfactory arrangements have been made to take care of the outstanding claims against this contract.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

J McF

~~106~~
7-a

May 17, 1933

Reynolds, Flegel & Smith,
Attorneys at Law,
909 American Bank Building,
Portland, Oregon.

Gentlemen:

In response to your inquiry of May 16th we wish to advise that the Meyers Contract Company contract No. 1396 covering the grade widening and shoulder construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County was completed on February 28, 1933. This contract was accepted by the Highway Commission on April 19, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

JOHN W. REYNOLDS
AUSTIN F. FLEGEL
NEWTON C. SMITH

FRANK P. KEENAN
ROBT. S. FARRELL, JR.
ARTHUR S. VOSBURG

REYNOLDS, FLEGEL & SMITH
ATTORNEYS AT LAW
909 AMERICAN BANK BUILDING
PORTLAND, OREGON

May 16, 1933

State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise us the date of acceptance of the work done by the Meyers Contract Company on grade widening and shoulder construction on the Woodburn-Brooks section of the Pacific Highway, Marion County, State of Oregon, same being contract No. 1396.

Very truly yours

REYNOLDS, FLEGEL & SMITH

BY Arthur S Vosburg

ASV:B

7-a

May 13, 1933

Messrs. Reynolds, Flegel & Smith
Attorneys at Law
American Bank Building
Portland, Oregon

Gentlemen:

Reference is made to your letter of May 12 regarding the Meyers Contract Company.

State Highway Contract #1396 awarded to the above company shows that the Meyers Contract Company is a corporation. G. W. Meyers of 414 Governor Building is President and and Manager; M. L. Meyers of the same address is Treasurer.

The above contract was awarded to the contractor by the State Highway Commission, on August 31, 1932, and is for the grade widening of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

Very truly yours

Secretary

HBG
jn

[illegible]

May 1[illegible], 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please refer to your letter to us of February 6th in answer to our letter of February [illegible] dealing with claim of the [illegible] Pacific Oil Company against the [illegible] Contract Company in which you suggest that we file notice of the claim with the Secretary of State. Will you please advise us whether or not the [illegible] Contract Company is a corporation and whether or not the contract [illegible] was [illegible] by the [illegible] Pacific Oil Company to the [illegible] Contract Company [illegible] Oregon, [illegible]

Very truly yours,

[illegible]

[illegible]

NOLDS
WIN F. FLEGEL
NEWTON C. SMITH

FRANK P. KEENAN
ROBT. S. FARRELL, JR.
ARTHUR S. VOSBURG

REYNOLDS, FLEGEL & SMITH
ATTORNEYS AT LAW
909 AMERICAN BANK BUILDING
PORTLAND, OREGON

May 12, 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please refer to your letter to us of February 6th in answer to our letter of February 4th dealing with claim of the Sunset Pacific Oil Company against the Meyers Contract Company in which you suggest that we file notice of the claim with the Secretary of State. Will you please advise us whether or not the Meyers Contract Company is a corporation and whether or not the contract for which the gasoline was furnished by the Sunset Pacific Oil Company to the Meyers Contract Company was with the State of Oregon or Marion County?

Very truly yours

REYNOLDS, FLEGEL & SMITH

BY Arthur S Vosburg

ASV:B

#1396

1-a

May 9, 1933

Mr. E. L. Rigdon
Barlow, Oregon

Dear Sir:

This will acknowledge receipt of your letter of May 8 inclosing statement of your claim against the Meyers Contract Company in the sum of $3,662.22 for material delivered to such company for used in connection with State Highway Contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County. We are today calling this matter to the attention of the contractor and his surety.

Our records show that the bond in this instance was written by the Globe Indemnity Company for whom George S. Kerr Company are agents, with offices in the Title and Trust Building, Portland.

No doubt you are familiar with the statutes in regard to the filing of claims against highway contracts. I am inclosing a mimeographed copy of Chapter 280, Laws of Oregon for 1931, for your ready information.

Very truly yours

Secretary

HBG:jn

May 9, 1933

Globe Indemnity Company
George S. Kerr Co., Agents
Title and Trust Building
Portland, Oregon

Gentlemen:

We have today received information with respect to the claim of E. L. Rigdon of Barlow, Oregon in the sum of $3,662.22 for material delivered to the Meyers Contract Company in connection with State Highway Contract No. 1396 awarded to them for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

This information is given you since you appear as surety on the bond furnished by the above contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn
c.c. Meyers Contract Co.
Governor Building
Portland, Oregon

May 8, 1933
Barlow, Oregon

RECEIVED
MAY 9 - 1933
OREGON
STATE HIGHWAY COMMIS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I enclose herewith my unpaid claim for rock and gravel delivered to the Meyers Contract Company on the Brooks-Woodburn Section of the Pacific Highway, Contract No. 1396. The total amount still unpaid and due me is $3662.22 which amount is agreed upon and undisputed by the Meyers Contract Company.

Very truly yours,

E. L. RIGDON

E. L. Rigdon

ELR:H

May 8, 1933
Barlow, Oregon

Meyers Contract Company
Governor Building
Portland, Oregon

To E. L. RIGDON, Dr.

DEBITS: Material delivered to Brooks-Woodburn Section
Pacific Highway, Contract #1396

Shoulder Rock:

Est. #2	2,397.5 Cu. Yds.		
" #3	5,316.5		
" #4	1,820.		
" #5	2,231.		
" #6	4.5		
	11,769.5 Cu. Yds. @$1.00 per yd.	$11,769.50	

Special Borrow Rock:

3,155.5 Cu. Yds. @$.77	2,429.73	
Plus haul on special borrow rock	39.34	
		14,238.57

CREDITS:

Payments as follows:

Check #474	$ 2,037.85	
#909	4,505.00	
#1117	1,547.00	
#1272	2,486.48	
		10,576.35

Total amount due and unpaid......$ 3,662.22

#1396

7-a

May 4, 1933

Carl F. Smith, Auditor
State Highway Commission
Building

Dear Sir:

We have been requested by the Globe Indemnity Company, surety on the bond furnished by the Meyers Contract Company to whom was awarded State Highway Contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway, to withhold further payments to the contractor because of outstanding claims against this work. Mr. Devers advises that we should honor the request of the surety company. Therefore, will you kindly withhold further payments to the Meyers Contract Company until released by this office.

Very truly yours

Secretary

HBG:jm

c.c. Globe Indemnity Co.
George S. Kerr Co., Agents
Title & Trust Bldg.
Portland, Oregon

c.c. Meyers Contract Co.
Governor Building
Portland, Oregon

c.c. J. M. Devers

SSIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 2, 1933

Mr. H. B. Glaisyer,
Office.

Dear Sir:

I have just had a telephone call from a representative of the surety on the Meyers contract. You will recall that some time ago the bonding company sent in a general assignment;the assignment, however, I believe is a paragraph or two taken from the contractor's application bond and I advised at the time that it be not recognized unless we had the written approval of the contractor.

Now the surety company expresses a fear that if we make further payment to the contractor the funds will not all be applied to the payment of debts but will in part at least be used for personal expenses.

Because of the situation and the controversy now existing my advice is that the semi-final payment which is now going through be not paid to the contractor until the contractor procures the consent and approval of the surety company.

Yours very truly

JMD
J. M. DEVERS

JMD:PW

cc Carl Smith

#1396
Marion Co

7a

April 27, 1933

Globe Indemnity Company,
Geo. S. Kerr Company, Agents,
Title & Trust Bldg.,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Heyman Contract Company on contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County. This payment will be made on or after May 8th, 1933.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McV.

Form 238—4M—10-32

O[illegible]G[illegible] STATE HIGHWAY COMMISS[illegible]N

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending April 22, 1933

Section Woodburn-Brooks

Kind of work Grade Widening

Highway Pacific

Section prefix 24PE

Contractor Meyers Contract Co.

Contract number 1396 7-A

Date of contract Aug. 31, 1932

Date of completion Feb. 28, 1933

Date work started Sept 8, 1932

Estimated date of completion —, 193

Amount of contract $47,826.50

Per cent of time elapsed — %

Estimated cost of completed project, exclusive of engineering $48,992.50

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date $6528, 13.3%. Date project was completed Feb. 28, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Semi Final Estimate completed and will be submitted Monday A.M.

Quantities on Semi final less than estimated on last monthly estimate.

Mr Meyers & Mr. Stone of Contract Co. in Woodburn office Friday P.M. regards quantities and to see if possible to have retained percentage reduced to 3%. In checking over the semi final two or three quantities had to be changed. This is what has kept it from being submitted.

NOTED H. U. SMITH

NOTED

RECEIVED APR 23 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Jno H Neef

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

1-a

April 7, 1933

Globe Indemnity Company,
803 Title & Trust Building,
Portland, Oregon.

Attention: Harry L. Raffety

Gentlemen:

There has been handed to me by the Secretary of the Highway Commission your communication addressed to the Commission under date of April 6th in which you claim that you hold an assignment of all of the moneys earned or to be earned by the Meyers Contract Company under its contract with the State for the construction of 9.39 miles of roadbed widening and gravel shoulder construction on the Woodburn-Brooks Section of the Pacific Highway in Marion County.

I have advised the Highway Commission that in my opinion this assignment cannot be honored by the Commission under existing circumstances.

Under the law as I construe it and the general provisions of the contract the Commission is under obligation to pay the money to the contractor at least until information comes to the attention of the Commission to the effect that the contractor has defaulted either in the performance of the work under the contract, or in the payment of labor and material claims incurred in connection with the performance of the contract, or has persistently refused to comply with the Engineer's orders, or has otherwise failed to comply with the contract.

Yours very truly

J. M. DEVERS

JMD:PW

GLOBE INDEMNITY COMPANY
A. DUNCAN REID, PRESIDENT
CASUALTY INSURANCE
FIDELITY AND SURETY BONDS

PACIFIC DEPARTMENT
SAN FRANCISCO, CALIF.

LEGAL AND CLAIM DEPARTMENT
803 TITLE & TRUST BLDG.
PORTLAND, OREGON
HARRY L. RAFFETY
ATTORNEY

April 6, 1933.

IN RE: CONTRACT #1396 MEYERS CONTRACT COMPANY

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Globe Indemnity Company is the surety upon the bond of Meyers Contract Company for 9.39 miles of road bed widening and gravel shoulder construction on the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon. At the time of the making of the application for the contractor's bond, Meyers Contract Company assigned to Globe Indemnity Company all deferred payments, retained percentages, and any and all money due and payable to it at any time and by the terms of said assignment all money due to Meyers Contract Company should be paid to Globe Indemnity Company, surety upon the bond of said contractor. I am sending this notice of the assignment and upon request from you, I will send a copy or have exhibited to you the original assignment.

Yours very truly,

GLOBE INDEMNITY COMPANY

BY agent.

HLR:DF

1296

Mr. Dowers wants to write letter on this before action is taken.

EPARTMENT
ST BLDG.
REGON

Oregon State Highway Commission,
Salem, Oregon.

We are enclosing copy of notice of claim that has been filed with the Secretary of State by Fenaughty Machinery Company against the surety bond furnished by Meyers Contract Company in connection with State Highway Contract No. 1506, construction of Woodburn-Brooks Section of Pacific Highway in Marion County.

The amount of the claim is $800.00 and is for rental of equipment.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Meyers Contract Co.
Governor Building
Portland, Oregon

#1396

7-a

April 5, 1938

Globe Indemnity Company
% Geo. S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We are enclosing copy of notice of claim that has been filed with the Secretary of State by Feenaughty Machinery Company against the surety bond furnished by Meyers Contract Company in connection with State Highway Contract No. 1396, construction of Woodburn-Brooks Section of Pacific Highway in Marion County.

The amount of the claim is $800.00 and is for rental of equipment.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Meyers Contract Co.
Governor Building
Portland, Oregon

April 5, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 1 enclosing copies of notice of claim filed by Feenaughty Machinery Company against the surety bond furnished by Meyers Contract Company in connection with State Highway Contract No. 1586, construction of Woodburn-Brooks Section of Pacific Highway in Marion County.

Copies of the notice are being forwarded to the contractor and its surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

April 1, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Feenaughty Machinery Company for rental of equipment in the sum of $300.00 against the bond taken from Meyers Contract Company, principal, and The Glove Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway in Marion County, Oregon, State Highway contract No. 1396, has been filed in this office today.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Will you please acknowledge receipt of the copies?

Yours very truly,

Hal E. Hoss

Secretary of State

HM

APR 1933
OREGON

COPY

TO THE STATE OF OREGON, AND
THE STATE HIGHWAY COMMISSION of
the State of Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, FEENAUGHTY MACHINERY COMPANY, a corporation, organized under the laws of the State of Oregon, with its principal office at 112 S. E. Belmont Street, Portland, Oregon, has a claim for rental on equipment for the sum of Three Hundred Dollars ($300.00), against the bond taken from MEYERS CONTRACT COMPANY, contractor, and against the surety on the bond of said MEYERS CONTRACT COMPANY, to wit: THE GLOBE INDEMNITY COMPANY, a corporation, for the matter of a contract entered into between the State of Oregon through the Oregon State Highway Commission and the said MEYERS CONTRACT COMPANY, namely Contract No. 1396, grade widening and shoulder construction of the Woodburn-Brooks Section of Pacific Highway in Marion County, Oregon.

An itemized statement of said claim is attached.

FEENAUGHTY MACHINERY COMPANY

(Corporate Seal)

By W. O. FEENAUGHTY
President

Subscribed and sworn to before me this 31 day of March 1933

GEO. G. MARTIN
Notary Public, in and for the State of Oregon
My commission expires 5/18/36

(SEAL)

* * * * * * * * * *

Statement

Portland, Oregon, March 31, 1933

FEENAUGHTY MACHINERY COMPANY
324 Belmont Street

Meyers Contract Company
Portland, Oregon

RENTAL CONTRACT

Rental on 60 Caterpillar Tractor Oct. 3, to December 3, 1932, per actual use	$300.00

Endorsed: File No. 2231
Filed April 1, 1933
HAL E. HOSS,
Secretary of State

8A7-a

April 1, 1933

Feenaughty Machinery Company
324 Belmont Street
Portland, Oregon

Woodburn-Brooks

Gentlemen:

This acknowledges receipt of your letter of March 31 enclosing notice of your claim against Meyers Contract Company, being in the sum of $300.00, for rental on a 60-Caterpillar tractor from October 3 to December 3, 1932.

As requested, we are making a record of this claim in our files.

Very truly yours

Secretary

HBG:AJ

SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

W. O. FEENAUGHTY, President & Mgr
D. J. FEENAUGHTY, Vice President
J. I. OVERMAN, Sec'y & Sales Mgr
M. B. MACK, Mgr Agricultural Dept

ROCK CRUSHERS
ROAD ROLLERS
ROAD GRADERS
ROAD SCRAPERS
ROAD PLOWS
CRAWLER TRACTORS
POWER SHOVELS
DIESEL ENGINES
CONCRETE MIXERS
THRESHING MACHINES
STEAM ENGINES
GAS ENGINES
SAW MILLS
AUTO TRUCKS

Feenaughty Machinery Co.
MANUFACTURERS AND JOBBERS IN
ROAD AND STREET BUILDING MACHINERY
CONTRACTORS ROCK AND EARTH HANDLING EQUIPMENT
FARM AND SAW MILL MACHINERY

324 BELMONT STREET

PORTLAND, OREGON
March 31, 1933

RECEIVED
APR 1 1933
OREGON

Oregon State Highway Commission,
Salem,
Oregon

Gentlemen:

We are enclosing notice of lien on the Meyers Contract Company, Portland, Oregon, on their job on the Woodburn-Brooks Section of Pacific Highway.

We thank you very kindly for filing this.

Yours very truly,
FEENAUGHTY MACHINERY COMPANY

W. O. Feenaughty
President

WOF:G

TO THE STATE OF OREGON, AND
THE STATE HIGHWAY COMMISSION of
the State of Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, FEENAUGHTY MACHINERY COMPANY, a corporation, organized under the laws of the State of Oregon, with its principal office at 112 S. E. Belmont Street, Portland, Oregon, has a claim for rental on equipment for the sum of Three Hundred Dollars ($300.00), against the bond taken from MEYERS CONTRACT COMPANY, contractor, and against the surety on the bond of said MEYERS CONTRACT COMPANY, to-wit: THE GLOBE INDEMNITY COMPANY, a corporation, for the matter of a contract entered into between the State of Oregon through the Oregon State Highway Commission and the said MEYERS CONTRACT COMPANY, namely Contract No. 1896, grade widening and shoulder construction of the Woodburn-Brooks Section of Pacific Highway in Marion County, Oregon.

An itemized statement of said claim is attached.

FEENAUGHTY MACHINERY COMPANY

By W. P. Feenaughty
President

Subscribed and sworn to before me
this 31 day of March 1935

Geo. Smartley
Notary Public, in and for the
State of Oregon
My commission expires 5/18/36

STATEMENT

PORTLAND, OREGON, March 31 1933

FEENAUGHTY MACHINERY CO.

324 BELMONT STREET

Meyers Contract Company
Portland, Oregon

Remit in Portland or Chicago Exchange

RENTAL CONTRACT

Rental on 60 Caterpillar Tractor	
Oct. 3, to December 3, 1932, per actual use	$ 300.00

#1396

7-a

April 1, 1933

Standard Oil Company of California,
Pacific Bldg.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of March 29th concerning the Meyers Contract Company contract No. 1396 - Woodburn-Brooks Section of the Pacific Highway in Marion County.

Please be advised that the above contract was completed on February 28th. The final records of the contract will have to be checked in this office and final payment will not be made for sometime. The retained percentage is $3,586.97.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1396

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P O DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

March 29, 1933

Meyers Contract Co.

State of Oregon Highway Comm.
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

We furnished these people supplies in connection with their State of Oregon highway contract #1396 which calls for the widening of the Woodburn-Brooks Section of the Pacific Highway in Marion County, and are interested in learning if the contractor has received full settlement from the state.

In the event payment has not yet been made will you please let us know the approximate amount due on this contract and also when you expect to forward final payment on the contract.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By

CDE:LP

Completed Feb. 28, 1933
Retained $3,586.99

Est. #6 - To Jan. 15 - $2,404.34

3064

RECEIVED
MAR 31 1933
OREGON
STATE HIGHWAY COMMISSION

#1396

7-a

April 1, 1933

Meyers Contract Company,
519 Governor Bldg.,
Portland, Oregon.

Gentlemen:

Please disregard our letter of March 29th with reference to an extension of time on your contract No. 1396 - Woodburn-Brooks Section of the Pacific Highway. We have since been informed that the above contract was considered completed as of February 28th, 1933, which is the date of completion.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

MEYERS CONTRACT CO.
ENGINEERS AND CONTRACTORS
PORTLAND, OREGON
519 Governor Bldg.

March 30, 1933.

State Highway Commission,
Salem, Oregon.

Att: Mr. H. B. Glaisyer, Sec.,

Dear Mr. Glaisyer:

In reference to your letter of the 29th reference to an application to the commission for an extension of time on our contract No. 1396, we assume that your letter was written as a matter of form.

The engineers accepted our contract as being completed on February 28th, and unless there is some technicality that we do not know of, we should not have to apply for any extension of time.

Very truly yours,
MEYERS CONTRACT COMPANY
By Cornelius W. Meyers

[illegible]

Expired Feb. 28, 1933

RECEIVED
APR 1 1933

1-a

March 30, 1933

Feenaughty Machinery Co.
324 Belmont St.
Portland, Oregon.

Gentlemen:

This is in reply to your inquiry of March 29 relative to contract awarded to Meyers Contract Co.

The description of the project is: State Highway Contract No. 1396, grade widening and shoulder construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

Globe Indemnity Company is the surety on the contractor's bond. Geo. S. Kerr Co., Title and Trust Building, Portland, is its local resident agent.

Very truly yours

Secretary

AJ

TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

W. O. FEENAUG , PR NT & MGR
D. J. FEENAUGHTY, VICE PRESIDENT
J. I. OVERMAN, SEC'Y & SALES MGR
M. B. MACK, MGR. AGRICULTURAL DEPT

ROCK CRUSHERS
ROAD ROLLERS
ROAD GRADERS
ROAD SCRAPERS
ROAD PLOWS
CRAWLER TRACTORS
POWER SHOVELS
DIESEL ENGINES
CONCRETE MIXERS
THRESHING MACHINES
STEAM ENGINES
GAS ENGINES
SAW MILLS
AUTO TRUCKS

Feenaughty Machinery Co.
MANUFACTURERS AND JOBBERS IN
ROAD AND STREET BUILDING MACHINERY
CONTRACTORS ROCK AND EARTH HANDLING EQUIPMENT
FARM AND SAW MILL MACHINERY

324 BELMONT STREET

PORTLAND, OREGON
March 29, 1933

Mr. R. H. Baldock, State Highway Engr.,
Oregon State Highway Department,
Salem, Oregon

Dear Sir:

Will you kindly give us the number and the designation of the contract by Meyers Contract Company on the Willamette Valley Road.

Apparently we have got to file a lien on it and we want the data in order to make up our lien.

Thanking you in advance for this courtesy, we are

Yours very truly,
FEENAUGHTY MACHINERY COMPANY

W O Feenaughty
President

WOF:G

RECEIVED
MAR 30 1933
OREGON
STATE HIGHWAY COMMISSION

#1396

7-a

March 29, 1935

Meyers Contract Company,
Governor Building,
Portland, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1396 for the construction of the Woodburn-Brooks Section of the Pacific Highway, expired on February 28, 1935.

Kindly make immediate application for an extension of time on this contract. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

March 16, 1933

RECEIVED
MAR 17 1933
DIVISION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Emergency Construction Highway Project E-7. Also enclosed is one copy each of agreement estimate and approved specifications.

We have been advised that it is considered desirable to maintain the project designation without change except in cases where extensions might be more conveniently handled as a new section. The section designation has accordingly been eliminated in this project, which will be known as Oregon Emergency Construction Highway Project E-7.

The section sheet already submitted for this project does not indicate the section to be used between Sta. 206+05 (south end of Pudding River Bridge) and Sta. 210+03.6 (north end of the overflow bridge). We have accordingly been requested to submit revised typical section sheets showing the section to be used between the stations mentioned.

Very truly yours,

W. H. LYNCH
District Engineer

By

J. A. Elliott
Sr. Highway Engineer

Encls.

#1396

7a

February 6, 1933

Reynolds, Flegel & Smith
Attorneys at Law
American Bank Building
Portland, Oregon.

Attention of Mr. Arthur S. Vosburg

Gentlemen:

This acknowledges receipt of your letter of the fourth instant advising us of the claim of the Sunset Pacific Oil Company against Meyers Contract Company, being in the sum of $789.16 for gasoline used in connection with the contract awarded to Meyers Contract Company for the grade widening and shoulder construction on Woodburn-Brooks Section of the Pacific Highway in Marion County--State Highway Contract No. 1396.

It is noted that you wish the State Highway Commission to pay the Sunset Pacific Oil Company for its bill from monies due the contractor. This the State Highway Commission cannot do, but we offer for the protection of the claimant the bond furnished by Meyers Contract Company. It was written by Globe Indemnity Company; its resident agent is Geo. S. Kerr Co., Title & Trust Building, Portland.

We suggest that you communicate with the resident agent and also file notice of the claim with the Secretary of State in accordance with the provisions of the statutes.

Very truly yours

Secretary

HBG:AJ

February 6, 1935

Globe Indemnity Company,
℅ Geo. S. Kerr Co.,
Title and Trust Building,
Portland, Oregon.

Gentlemen:

We have been informed by Reynolds, Flegel & Smith, Portland attorneys, that Sunset Pacific Oil Company has a claim of $789.16 against Meyers Contract Company in connection with State Highway Contract No. 1596, grade widening and shoulder construction of Woodburn Brooks Section of Pacific Highway in Marion County, State Highway Contract No. 1596.

The claim is for petroleum products.

This notice is given you as you appear as surety on the bond of the contractor.

Very truly yours

Secretary

AJ

cc Meyers Contract Co.
Governor Building
Portland, Ore.

REYNOLDS
USTIN F. FLEGEL
NEWTON C. SMITH

FRANK P. KEENAN
ROBT. S. FARRELL, JR.
ARTHUR S. VOSBURG

REYNOLDS, FLEGEL & SMITH
ATTORNEYS AT LAW
909 AMERICAN BANK BUILDING
PORTLAND, OREGON

February 4, 1933

State Highway Commission
of the State of Oregon
Salem, Oregon

Gentlemen:

This is to advise you on behalf of the Sunset Pacific Oil Company that during the months of October, November and December, 1932, the Sunset Pacific Oil Company furnished to Meyers Contract Contract Company gasoline of the reasonable and agreed value of $789.16, which gasoline was used in road work by the Meyers Contract Company for the State of Oregon. This bill of $789.16 has not been paid by the Meyers Contract Company and is long since due and payable.

Will you please arrange to pay the Sunset Pacific Oil Company the above amount for moneys due from the Meyers Contract Company.

Yours truly

REYNOLDS, FLEGEL & SMITH

BY Arthur S. Vosburg

ASV:B

RECEIVED
FEB [illegible] - 1933

FORM 5-A-1 6706 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7-a

February 4, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

It has been decided that it is impractical to collect any further money from the Bureau on the Woodburn-Brooks Section so you are hereby authorised to place 3,000 yards of gravel as Special Borrow.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

NOTED
State Highway Engineer

CC to
R.H. Baldock ✓

FORM 5-A-1 6780 7500 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7A

January 24, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. John K. Hoef,
Resident Engineer,
Woodburn, Ore.

Dear Sir:

NOTED
State Highway Engineer

The question has arisen concerning the Price Agreements which were made with the Meyers Contract Company and Theo. Ahrens for salvaging side drain pipe even the broken. It is my understanding that after the contractor had salvaged and cleaned this pipe that they started to decompose so that it is inadvisable to relay them.

Now the question arises as to why we found it necessary to salvage such quantities of this pipe or why it was not apparent soon after starting that there was no value to be gained by salvaging them.

Would it not be possible to make an examination of the existing pipe by test pits to determine its age and if it showed decomposition instruct the contracter to ignore it. It then could be ripped up in the grading operations and handled with the yardage without additional expense.

Please write a report giving your reasons for continuing with the attempted salvage.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R. H. Baldock ✓
Wm. E. Chandler

9-A4 1400 5000 6-30

COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

OK 7a

December 12, 1932

Meyers Contract Company,
Portland, Ore.

IN REPLY PLEASE REFER TO FILE NO.

Gentlemen:

Authority is hereby given for the Meyers Contract Company to temporarily suspend work on Contract #1596 during the cold weather, when it is impossible to do do satisfactory grading operations.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

W. H. Lynch

Wm. E. Chandler,

S.H. Probert

NOT

JK 67-a

November 12, 1932

Mr. H. G. Smith
Construction Engineer
Office

Mr. Wm. E. Chandler
Division Engineer
Office

Gentlemen:

Mr. Baldock phoned from Portland last night just before he left and asked me to call your attention to the fact that they were dumping gravel on the shoulders north of Salem (Woodburn-Brooks Section or Aurora-Woodburn Section--I don't know which) without any flagman. He stated that the condition was dangerous and that steps should be taken at once to correct the situation.

Very truly yours

Assistant State Highway Engineer

CBM:HI

E 7A

October 5, 1932

Meyers Contract Co.,
Governor Building,
Portland,
Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grade widening of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

Very truly yours,

Secretary

AJ

P. S.
The above is sent under separate cover by express.

Form 39—F-21635—5M—5-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 1,1932, 193

Job name Grading

Week from Sept.25th. *to* Oct.1st.

E 7a

~~E 36~~

Mail address Oregon City,Ore.

Highway Pacific

Telegraph or telephone address

County Marion *Job prefix* 24 PE

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Only a small amount of clearing was accomplished the past week. As rapidly as rightof way is purchased and fences moved the clearing is carried on. Right of way is now continuous from station 404 to 538. Part of the Scott Jones poles have been cut down with the stubs yet to be pulled. No progress has been made in securing right of way thru the Sam Brown property over which are his private telephone poles.

Grading has not been delayed account of right of way as the contractors grading equipment has not arrived. Contractor has one scraper and a bull-dozer on the ground but neither ofxxxx are suitable for the work to be done .

RECEIVED
OCT 3 1932

(See back of this sheet for instructions and detailed information)

Signed

Title Res.Cons't.Eng'r.

GRADING CONSTRUCTION

Total miles of grading in project 9.39

Miles completed none

Miles completed except finishing ....

Total cubic yards in project 55,000

Cubic yards moved to date none

Miles covered by contractor's forces ....

Miles cross-sectioned 2

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party 4

Contractor's average force for week 4 men 5 hrs *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about Feb.28, 1933

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be [illegible] direct to the Salem office, and the duplicate direct to t[illegible] Engineer. The triplicate copy shall be retained in the [illegible] files.

Do NOT include in [illegible] matters requiring action by, or the special attention [illegible] Engineer or others, unless these matters are also taken [illegible] addressed to the attention of the party interested. Req[illegible] supplies, calls for men, requests for information, and other [illegible] requiring action or reply will NOT receive attention, if made o[illegible]n.

Fill out those sections of the [illegible] detailed reports which apply to the particular class of work [illegible]ved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

#1346

E7A

[illegible]

September 28, 1922

Fearey Brothers,
806 Dekum Bldg.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of September 27th concerning the Meyers Contract Company who were recently awarded a contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County.

Please be advised that the Meyers Contract Company is a corporation consisting of C. W. Meyers, president and manager, 414 Governor Bldg., Portland and M. L. Meyers, Treasurer, 414 Governor Bldg., Portland.

The bond which was furnished in connection with the above contract was written by the Globe Indemnity Company for whom Geo. S. Kerr Company, who have offices in the Title & Trust Bldg., Portland, are resident agents.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

J. MCF.

FEAREY BROTHERS - COLLECTORS
REPRESENTING PACIFIC COAST CREDIT ASSOCIATION

OFFICE AT 906 [illegible] BLDG.
[illegible]LAND, ORE.

Sept. 27, 1932

State Highway Commission,
Salem, Oregon.

Gentlemen:

We note in a recent issue in the Portland Daily Abstract in Portland that a contract was recently awarded to Meyers Contract Co. on a job known as Woodburn-Brooks, Marion County, Oregon.

Would you kindly inform us, if according to your records, the Meyers Contract Co., is operated by Cornelius W. Meyers or if the Meyers Contract Co. is a corporation.

We would also like to know the name of the bonding company that hold the bond for this work. We enclose herewith a self-addressed stamped envelope for your convenience in replying.

Yours truly,

FEAREY BROTHERS

S

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

September 2, 1932

RECEIVED
SEP [illegible] - 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that Oregon Emergency Construction Highway Project E-7-A was recommended for approval August 31, 1932.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

This also confirms our verbal concurrence in the award of the contract to Meyers Contract Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

August 25, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the regrading work on the Woodburn-Brooks unit of the Aurora-Brooks section, emergency project No. E-7-A. Five bid proposals and five sheets of blueprint plans are being sent under separate cover.

For the reason that no Federal Aid was requested for the regrading of that section between Station 370+00 and Station 404+00 we are sending five blueprint copies of plans showing the revised alignment for this section. It is suggested that these plans be included with those for the Brooks unit.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EK
Encls.

Oregon State Highway Department. Emerg. Constr. Proj. No. E-7A.

WOODBURN-BROOKS UNIT OF THE

AURORA-BROOKS SECTION IN MARION COUNTY

(Estimate accompanying regrading plans. Not as basis for project agreement.)

Salem, Oregon, August 25, 1932.

Statement of Completed Work:

Summary of completed work to be supplied on payment of final voucher.

EMERGENCY WORK - ROADWAY

Regrading (Sta. 404+00 to Sta. 900+00):

All Required		Clearing & Grubbing		$ 500.00
65,000	cu. yds.	Excavation, Single Classif.	$ 0.30	19,500.00
8,000	" "	Special Borrow	0.30	2,400.00
10,000	yd. sta.	Overhaul	0.03	300.00
22,000	yd. mi.	Truck Haul	0.15	3,300.00
60	cu. yds.	Class "C" Concrete	25.00	1,500.00
10,000	cu. yds.	Gravel Shoulders	1.50	15,000.00
1,100	cu. yds.	Filler	0.40	440.00
3,000	yd. mi.	Hauling Filler	0.15	450.00
3,000	lin. ft.	Salvaging Drain Pipe	0.20	600.00
30	lin. ft.	8" Concrete Pipe (Extension)	0.80	24.00
50	lin. ft.	12" " " "	1.50	75.00
200	lin. ft.	15" " " "	1.50	300.00
260	lin. ft.	18" " " "	2.00	520.00
130	lin. ft.	30" " " "	4.00	520.00
20	lin. ft.	42" " " "	8.00	160.00
20	lin. ft.	48" " " "	10.00	200.00
1,700	lin. ft.	12" Culvert Pipe (new)	1.40	2,380.00
500	lin. ft.	18" " " "	2.00	1,000.00
20	lin. ft.	42" " " "	6.00	120.00
20	lin. ft.	48" " " "	8.00	160.00
			Sub-total	$ 49,449.00
			10% Engr. & Cont.	4,944.90
			Total	$ 54,393.90

Length 9.392 miles
Cost per mile $5,791.51

Regular Federal Aid Requested	$ 16,318.17
Emergency Constr. Funds Requested	38,075.73
	$ 54,393.90

[illegible] 2-A-1 722 9M 8-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

E 7A

Oregon City, Oregon.
August 14, 1932.

Mr. W. E. Chandler,
Division Engineer,
State Highway Dep't.
Salem, Oregon.

Dear Sir:

The following is an estimate of quantities involved in widening and re-grading the Pacific highway from station 404 to 900:- Brooks - Woodburn section.

ITEM	UNIT		EST. COST.
Clearing & Grubbing	All		$300.00
Exca. Single Class.	65000		.25
Borrow, " "	8000		.20
Overhaul	9000		.02
Truck haul	22000		.12
Shoulder Gravel, Base	7150	c.y.	1.25
Shoulder Gravel, Top	3100	c.y.	1.40
Filler Material	1100	c.y.	.25
Filler Haul	2750	yd.mi.	.12
Class "A" Concrete	60	c.y.	20.00
Salvaging Drain Pipe	2500	lin.ft.	.50
Drain Pipe 12" Con. or Vit.	1550	lin.ft.	$ 1.00
Concrete Culv. Pipe 12"	90	" "	1.20
" " " 15"	200	" "	1.40
" " " 18"	270	" "	2.00
" " " 30"	140	" "	5.00
" " " 42"	20	" "	7.50
" " " 48"	20	" "	9.00
Corr. Iron Culv. " 42"	20	" "	9.00
" " " " 48"	20	" "	10.50
Drain Pipe 18" Con. or Vit.	570	" "	1.60
Special Ditch Excavation	1100	cu.yds.	.50

Yours truly,

F. T. Young

F. T. Young.

CONTRACT#1396,
1414, 1415, 1436, 1451,
1482, 1483,

PR 7-A Aurora-Woodburn Unit 1932

1488

1396, 1414, 1415, 1436, 1451, 1482,

July 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 12th in which inquiry is made concerning justification of the claim for the contingency item on Project No. E-7 under supplemental price agreement No. 2, Contract No. 1396.

At several points along this project, due to controversy concerning right of way, the contractor was able to do only the clearing work between the existing right of way lines and it was necessary for him to return at a later time to complete the clearing work to be done on the new right of way. This procedure resulted in the contractor having considerable extra expense and the price agreement was to reimburse him for that expense which was incurred through no fault on his part.

In answer to the inquiry contained in the third paragraph of your letter, concerning the removal of telephone and power pole stubs, please be advised that these were old abandoned stubs and that none were occassioned by the moving of the present pole lines.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

In our review of the final voucher for Oregon Em. Constr. Hwy. Project E-7, we note that you claim $482.00 as a contingency for work done under supplemental price agreement No. 2, Contract No. 1396.

The work involved included tearing down and removing fences and removal of telephone and power pole stubs. The third paragraph on page 12 under Section 4 of the contract and the last paragraph on the first page of the special provisions provide that the tearing down and removal of fences shall be considered as a part of the clearing and grubbing.

Also, as the power and telephone companies removed their poles from the right-of-way, it appears that they should pay for the removal of the stubs which they left behind.

As it occurs to us that you may be able to justify this claim, either wholly or partially, the voucher will be held, pending the receipt of your reply.

We have not yet received the explanation of overruns and underruns mentioned in your letter of June 26th transmitting this and several other final vouchers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

E.7.d.

July 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon E.C.H. project No. E-7, submitted in the amount of $104,852.75.

Attention is called to claim of $79.40 for State furnished signs for traffic control under contingencies under Contract No. 1414. The supporting data sheet accompanying voucher shows the charge for this item as $36.76. On the basis of supporting data submitted, it will be necessary to reduce the voucher by $42.64. This will reduce the total actual cost to $478,861.55. The reduction is being made in the Federal Aid Funds so that total Federal Aid funds claimed for roadway is reduced to $205,480.92, and net Federal Aid claimed for roadway to $18,303.59. The amount of E.C.H. funds claimed has not been reduced. The total amount of the voucher is thus reduced to $104,810.11, and is being recommended for payment in this amount.

Very truly yours,

104852.75
104810.11
42.64

W. H. LYNCH
District Engineer

RECEIVED
JUL 1[illegible] 193[illegible]
STATE HIGHWAY COMMISSION

037

#1482

111-5

17a

March 5, 1934

Shell Oil Company.
1219 Westlake Ave. North,
Seattle, Washington.

Attention: A. C. Guske.

Gentlemen:

Receipt is acknowledged of your letter of March 1st concerning Theodore Arenz.

Please be advised that Contract No. 1482 was for the construction of the North and South Units of the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties, and Mr. Harold Blake, Portland, was the general contractor. Theo. Arenz was a subcontractor on this contract.

The above contract was completed on September 27, 1933 and was accepted by the Highway Commission on November 14, 1933. No claims have been filed against the contract to date.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY

SHELL
PETROLEUM PRODUCTS

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

March 1, 1934

Engineer,
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: State of Oregon Contract #1482
Theodore Arenz, Contractor

We would appreciate knowing what progress has been made on this contract, giving percentage of work finished. If this job has been completed, has it been accepted by your department. Please give us the dates. Also the total amount of liens filed.

Very truly yours,

SHELL OIL COMPANY

FJH:RS

W. C. GUSKE
Division Credit Manager

RECEIVED
MAR 2 - 1934

#1482

7-a

December 19, 1933

Hartford Accident & Indemnity Company,
Jewett, Barton & Leavy; John Kern Co., Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1482 for the construction of the north and south Units of the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 29th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $237,578.27 including the final payment. Of this amount $1,800.89 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1483

1-a

December 4, 1933

United States Fidelity & Guaranty Company,
C. C. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1483 for the construction of Project "A" Canby and Canby-Aurora Section of the Pacific Highway in Clackamas and Marion Counties has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 14th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $101,690.05 including the final payment. Of this amount $1,022.58 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 330—4M—10-32

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
Federal Aid Emergency Project

For Week Ending Oct. 28th, 1933

Section Aurora - [illegible]

Kind of work Paving & Regrading

Highway Pacific

Section prefix 24 PH. E-7

Contractor Harold Blake

Contract number 1482

Date of contract July 11th, 1933

Date of completion Oct. 15th, 1933

Date work started July 22nd, 1933

Estimated date of completion ...., 193...

Amount of contract $228,171.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $246,819.37

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date $3200, 3⅔ %. **Date project was completed** Sept. 27th, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Semi Final Estimate Completed and will be turned in to Division Office Oct. 30th

RECEIVED
OCT 31 1933
CONSTRUCTION

1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAIN NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ....%; .... **County,** ....%; .... **County,** ....%; .... **County,** ....%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power Graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bull dozers** ...., **Sheep-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form 233—4M—10-33

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending Oct. 28th, 1933

Section Canby and Aurora-Brook

Kind of work Paving & Regrading

Highway Pacific

Section prefix 24 P.I. E-~~7 E~~ 53 & E132 E

Contractor Northwest Roads Co.

Contract number 1483

Date of contract July 13th, 1933

Date of completion Oct 15th, 1933

Date work started July 22nd, 1933

Estimated date of completion ...., 193...

Amount of contract $103,615.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $101,944.34

Per cent of contract completed, based on total contract price .... 100 %

Engineering costs to date $4500.00, 4.4 %. **Date project was completed** Oct. 7th, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Semi Final Estimate completed and will be turned in to Division Office Oct. 31st

RECEIVED
OCT 31 1933

OCT 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAIN NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#139

7-a

October 11, 1928

Globe Indemnity Company
C/o Geo. S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Pure Iron Culvert & Manufacturing Company against the bond taken from Meyers Contract Company in connection with contract No. 1396 covering construction work on the Woodburn-Brooks Section of the Pacific Highway in Marion County. This claim is in the sum of $154.96 and represents material furnished Meyers Contract Company.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Meyers Contract Co.
519 Governor Bldg.,
Portland, Oregon

October 11, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 9th with attached notice of claim filed by the Pure Iron Culvert & Manufacturing Company against the bond taken from Meyers Contract Company in connection with contract No. 1396 which covers construction work on the Woodburn-Brooks Section of the Pacific Highway in Marion County. This claim is in the amount of $156.96 and represents material furnished.

In accordance with our usual practice we are today sending a copy of notice of claim to the surety and to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

October 9, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Pure Iron Culvert & Manufacturing Company has today filed a notice of claim for materials furnished in the amount of $156.96 against the bond taken from Meyers Contract Company, principal, and Globe Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

OCT 11 1933
OREGON

COPY

PURE IRON CULVERT & MANUFACTURING CO.

763-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

October 7, 1933

Secretary of State
State Of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Pure Iron Culvert and Manufacturing Company of Portland, Oregon has a claim against the Meyers Contract Company, contractor, and the Globe Indemnity Company, as surety, on State of Oregon highway contract called Woodburn-Brooks, in the sum of $156.98 for galvanized corrugated culvert pipe used in the construction of the highway.

Please consider this our formal claim against the bonding company for the above amount.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E. W. GIBSON
Manager

EWGibson:HK
Encl:
    Statement of Account
    Copies of Invoice.

Endorsed: File No. 2518
Filed October 9, 1933
HAL E. HOSS,
Secretary of State

FORM S-B-1 11026 500 8-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

7-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

September 19, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Theodore Shoemaker
P. O. Box 3072
Portland, Oregon

Dear Sir:

Referring to your letter of September 15th, contract #1483, wish to advise that the stations which are to be covered by the one inch asphalt top are between stations 970 and 981' 21.

After going over this section with Mr. Baldock, he agreed that if you would cover all except 350 feet on the south end, we would pay for the covering of this section. This would make 771 feet for you to cover and 350 for us. I also talked to him since receiving your letter and he agrees to giving the tickets and then deducting one inch theoretical quantity for the distance you were to cover. This seemed to us as hardly necessary but are glad to give you the exact tonnage that you place on the 771 feet. I have instructed Mr. Neef to this effect and also Mr. A. J. Horton.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC
hl
cc Mr. F. D. Eason
Mr. R. H. Baldock ✓
Mr. H. G. Smith

NOTED
State Highway Engineer

7-a

Mr. Chandler
Please see Mr.
Baldock regarding
this.

Saw Mr.
Baldock about
this and [illegible]
C

RECEIVED
SEP 14 1933
OREGON
STATE HIGHWAY COMMISSION

September 13th, 1933.

Mr. W. E. Chandler, Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: SUBJECT: CONTRACT NO. 1483.

Reference is made to your letter of August 18th and our letters of August 18th and September 2nd regarding an area of surface laid on the south end of our contract No. 1483.

Northwest Roads Company agrees to replace at its expense the quantity of asphaltic concrete mixture which will be required in laying a one inch surface on 650 feet of road which in the opinion of the Oregon State Highway Commission is defective.

We request this transaction be handled through the issuing of load tickets for all mixture which is prepared and laid under your supervision, making a deduction for the theoretical quantity of material required for the area and thickness we have agreed to furnish at our expense.

Very truly yours,

NORTHWEST ROADS COMPANY

By Theo Shoemaker
Theodore Shoemaker
President.

TS/E

CC. R. H. Baldock ✓
J. H. Neef
A. J. Horton

NOTED
State Highway Engineer

7-a

September 1, 1933

U. S.Fidelity &Guaranty Company
Porter Building
Portland, Oregon

Attention of Mr. C. O. Price

Gentlemen:

We are enclosing copy of agreement by and between the State of Oregon, through its State Highway Commission, and Theodore Arenz, whereby the State agrees to pay to Mr. Arenz the sum of $700 in payment of damages sustained by him in connection with the contract that was awarded to him for the construction of the Aurora-Woodburn Section of the Pacific Highway in Marion County.

This copy is for your records and files as you appear as surety on the bond of Mr. Arenz in connection with the above described project.

Very truly yours

Secretary

AJ

September 1, 1933

Mr. Theo. Arens
Guaranty Building
Portland, Oregon

Dear Sir:

We are enclosing executed copy of agreement by and between the State of Oregon, through its State Highway Commission, and Theodore Arens, whereby the State agrees to pay to you the sum of $700 in payment of damages sustained by you in connection with the contract that was awarded to you for the construction of the Aurora-Woodburn Section of the Pacific Highway in Marion County.

This copy is for your records and files.

Very truly yours

Secretary

7-a

August 26, 1933

Mr. Theo. Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

There is being returned to you herewith the four copies of the agreement covering your claims for damages in connection with the contract awarded you by the State Highway Commission to construct 5.08 miles of roadbed widening and gravel shoulder construction on the Aurora-Woodburn Section of the Pacific Highway in Marion County, Oregon. This agreement cannot be accepted by this Department inasmuch as it was signed for you by Geo. C. Arens. It will be necessary that you sign the agreement as party of the second part.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

7-a

August 25, 1933

Mr. W. E. Chandler
Division Engineer
Office

Dear Sir:

Attached hereto are two copies of a supplementary agreement between the Commission and the Northwest Roads Co., in connection with Contract No. 1488, whereby gravel borrow is substituted for the earth borrow specified in the contract.

I retained four signed copies of the agreement for disposal in the usual manner.

Very truly yours

Secretary

HBG:AJ

7-a

August 25, 1933

Meyers Contract Company
Governor Building
Portland, Oregon

Gentlemen:

I am returning five copies of the agreement between the State of Oregon, by and through its State Highway Commission, party of the first part, and Meyers Contract Company, party of the second part, covering the matter of settlement of claims arising out of your contract for the construction of the Woodburn-Brooks Section of the Pacific Highway in Marion County — State Highway Contract No. 1396.

It is noted that these agreements have been signed by Cornelius W. Meyers as President for the Meyers Contract Company. Our requirements are that both President and Secretary of the corporation shall sign documents of this kind in the presence of witnesses; also, that the seal of the corporation be affixed. Will you please have this done?

Please also have the agreement endorsed by the Globe Indemnity Company, George S. Kerr Company, Agents, which company appears as surety on the bond furnished by you in connection with your contract.

Upon return of all copies attached hereto, the voucher covering payment in accordance with the agreement will be placed in line for immediate payment. We ask your early attention to this matter so that it may be disposed of in the near future.

Very truly yours

Secretary

HBG:AJ

7-a

August 22, 1933

Tiffany Grease Works
200 N. Trinity Avenue
Fort Worth, Texas

Attention of Credit Department

Gentlemen:

Reference is made to your letter of August 18 wherein you request information concerning State Highway Contract #1415 awarded to Theo. Arens.

No doubt, you have in mind Contract No. 1414 which was awarded to Mr. Arens for the grade widening of the Aurora-Woodburn Section of the Pacific Highway in Marion County.

This project was completed on April 13, 1933 and was accepted by formal action on the part of the State Highway Commission on June 28, 1933.

U. S. Fidelity & Guaranty Company wrote the surety bond in connection with this job; Mr. C. O. Price is local manager, with offices in the Porter Building, Portland.

Very truly yours

Secretary

AJ

TIFFANY
LUBRICANTS
"FINE AS A SILKY FILM OF GAUZE
-- TOUGH AS A RHINO HIDE"

TIFFANY
LUBRICANTS
AMERICA'S FINEST--
ADDS YEARS TO GEARS

TIFFANY GREASE WORKS
200 N. TRINITY AVENUE
FORT WORTH, TEXAS

Aug. 18, 1933

RECEIVED
AUG 22 1933
OREGON
STATE HIGHWAY CO

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: A. W. Hytinen, sub-contractor under
Theo. Arens, principal contractor,
Contract #1415.

Please be kind enough to note on the bottom of this letter and return to us promptly, showing the contract date for completion of work on the above project, as well as the name and address of the surety company furnishing the bond. Also, kindly state the name of the highway and the name of the county in which the work is located for ease in identifying this project on notices put out by your office.

The enclosed postage-paid envelope is for your convenience and we shall be grateful for this courtesy on your part.

Yours truly,

R. H. Wyatt
Credit Manager.

W:IG

"GOOD AS GOLD" TIFFANY "AMERICA'S FINEST"

7-2

August 18th, 1933.

Mr. W. H. Chandler, Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We acknowledge your letter of August 15th in which you state approximately 1,000 feet of surface laid August 14th on our Contract No. 1485 has been condemned.

We regret exceedingly that the area named is not entirely satisfactory to the Oregon State Highway Commission. The mixture was designed, produced and laid under careful supervision of your department.

We believe it is possible certain small areas of the work in question may fail to comply with the specifications of our contract, but we do not believe the entire area is so affected.

Northwest Roads Company are always glad to do whatever is required to place work in a condition satisfactory to its principle in accordance with the terms of its contract.

The writer would like to discuss the matter now in question with yourself and Mr. Baldock.

Very truly yours,

NORTHWEST ROADS COMPANY

By
Theodore Shoemaker
President.

TS/E

CC Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. J. H. Neuf

Mr. A. J. Norton

FORM 5-A-1 5063 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1-a

OREGON STATE HIGHWAY COMMISSION
SALEM

August 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

24 PJ

Northwest Roads Company,
P. O. Box 5072,
Portland, Oregon.

Gentlemen:

Mr. Baldock, Mr. Neef and myself yesterday afternoon visited your project on the Canby and Aurora-Brooks section, project "A", contract #1483, and want to advise you that all the top that has been laid up to that time was condemned and it will be necessary for you to re-cover the whole distance, approximately 1000-feet. The exact stations will be given you later. Your plant was closed down but was allowed to continue laying base mix if this can be arranged.

The pavement laid presented a very bad condition. Many pockets of coarse material and pockets of fine material showed up. This separation was partly caused by your finishing machine which is not working properly and it will have to be changed. Mr. Neef has already indicated changes on this machine. However, if these changes do not result in a proper finish, it will be necessary for you to get a new machine that will properly do the work.

There was a lot of round gravel showing in your top mix material, which is entirely against the specifications and will have to be completely eliminated before any more top can be laid. The coated screenings for non-skid also showed many round particles. They were also very coarse and evidently were not up to specifications. In fact the stone in the whole top course seemed to be over-size, which indicates that the screens at the gravel plant are over-size, which condition will have to be adjusted. The materials in your stock piles have been very slovenly placed and run together, which makes a condition very hard to get a balanced mix out of. This is evidently the reason for part of the round materials which showed up in your top mix.

August 15, 1933.

NOTED
Division Engineer

Northwest Roads Company - #2.

It will be necessary for you to rectify all the named faults as well as others which may be found on an inspection of your plant and which have not been mentioned above.

I wish to advise you at this time that any delay that is caused in your time of completion, which results from rectifying and changing conditions herein set forth, will not be a legitimate reason for an extension of time for the completion of your contract.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ER

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Eason
Mr. J. H. Neef

#1414
1-a

PETROLEUM PRODUCTS

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oregon City, Oregon
August 13, 1933.

Mr. H. B. Glaisyer
Secretary
Salem, Oregon

Dear Sir:

We are attaching herewith our stencil form No. 37 on job 1414 and ask that you kindly fill in the balance of the questions if possible at this time.

We thank you very kindly for your usual prompt attention.

Yours very truly,

SHELL OIL COMPANY

CREDIT DEPARTMENT

R
Enc. 1. ✓

A 1451

7-2

August 18, 1933

United States Fidelity & Guaranty Company,
G. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1451 for the construction of a bridge over the overflow channel of Pudding River on the Pacific Highway in Marion County at Aurora has been completed by the contractor, Julius Johnson, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 22nd, 1933.

We have been advised of the claim of Theo. Are[illegible] in the sum of $75.00 for material furnished, against this contract.

You are advised that the State assumes no responsibility for the above claim for for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with the contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,728.57 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#139

7-a

August 11, 1933

Globe Indemnity Company
C/o Geo. S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Standard Oil Company, in the sum of $494.80, against the Mayers Contract Company for material furnished in connection with State Highway Contract No. 1396 which was awarded them for construction work on the Woodburn-Brooks Section of the Pacific Highway.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Mayers Contract Co.,
519 Governor Building
Portland, Oregon

August 11, 1933

Hal. E. Hoss,
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your letter of August 10th with attached copies of notice of claim which has been filed by the Standard Oil Company against the Meyers Contract Company for petroleum products furnished that company in connection with State Highway Contract No. 1396 covering construction work on the Woodburn-Brooks Section of the Pacific Highway.

In accordance with our usual practice we are today sending a copy of this notice to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 11 1933
OREGON
ST. HIGHWAY COMMISSION

August 10, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Messrs. Dey, Hampson & Nelson, Attorneys at Law, Portland, Oregon, have forwarded to this office today, a notice of claim by Standard Oil Company of California for materials furnished in the amount of $494.80 against the bond taken from Meyers Contract Company, principal, and Glove Indemnity Company, surety, for work on the Woodburn-Brooks Section of the Pacific Highway, contract No. 1396.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

TO THE HONORABLE HAL E. HOSS, Secretary of State of the
State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of Four Hundred Ninety-four and 80/100 Dollars ($494.80), furnished to Meyers Contract Co., a corporation, principal, and Globe Indemnity Co., surety, in connection with the prosecution of the work of widening of the Woodburn-Brooks section of the Pacific Highway in Marion County, Oregon, being Oregon State Highway Contract No. 1596.

Dated at Portland, Oregon, August 7th, 1933.

STANDARD OIL COMPANY OF CALIFORNIA

By W. L. MUNCY

District Sales Manager

Endorsed: File No. 2292
Filed August 10, 1933
HAL E. HOSS,
Secretary of State

11 1933
OREGON

7-a

File Aurora-Woodburn

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
PORTLAND, OREGON

Aug. 11, 1933

RECEIVED
AUG 12 1933
OREGON
STATE HIGHWAY [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon inquiry of Mr. Carl Smith, Auditor, State Highway Department, by telephone this morning as to why check for July 15th estimate on Contract #1436 in the amount of $9,613.35 was not forthcoming in the usual course, I was informed that it was being held up by Mr. J. W. DeSouza in the legal department, the reason for the order being to force a settlement of a disputed claim by Mr. Hartman for approximately $100.00 for walnut trees removed from the right of way by my employees on contract #1414, Aurora-Woodburn section. This seems like rather drastic action to cover a $100.00 claim on which I may not be liable. The claim is on contract #1414 and the money is being held up on contract #1436. Much more than enough to cover this claim is still due me on contract #1414.

Very truly yours,

Theodore Arenz

THEODORE ARENZ

TA:H

REFERRED TO
~~[illegible]~~ Probst
By State Highway Engineer

Please adjust this matter & advise Arenz. R.H.B.

The warrant referred to was released to Arenz at DeSouza's request on August 11th

FORM 2-A-1 9760 10M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

7-a

OREGON STATE HIGHWAY COMMISSION
SALEM

August 10, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir:

On the Woodburn-Brooks Section, Myers Contract Company Contractor, it is reasonable to assume that an increase in unit overhead cost has taken place due to the reduction in yardage which was as follows:

Preliminary Estimate:-	Net		Allowance		Total	
Exc.Single Class	59209	Cu.Yds.	5791	Cu.Yds.	65,000	Cu.Yds.
Special Borrow Exc.	5297	" "	2705	" "	8,000	" "
	64,506	" "				

Final Estimate:-		
Exc. Single Class.	47,261.7	Cu.Yds.
Sp. Borrow Exc.	3,155.5	" "
	50,417.2	" "

Reduction:-			
Single Class	11,947.3	at 0.28	$ 3,345.24
Sp. Borrow	2,141.5	" 0.50	1,070.85
	14,088.8		$ 4,416.09

The overhead cost which would enter into this has been taken from our timekeeper's book as follows:

b

Moving Equipment Aberdeen to Woodburn	$ 613.60
Supplies,Expense Accts. Office Rent & Miscl.	1,948.08
Supervision (Minus $600.00 allowed in another claim)	1,712.50
	$4,274.18

This amount is 9% of estimated cost of the project, therefore it may be assumed that each item was increased by approximately

9% to cover this overhead. A reduction in any item would result in a similar increase for the other items and be a loss to the contractor.

Therefore since the Exc. and Special Borrow was reduced by $4,416.09 we can say that it is equitable to reimburse the contractor by 9% of this, which is the overhead which he assumed would be charged to the yardage reduced.

9% of $4,416.09 is $353.44 ~~and I consider~~ that it is equitable to reimburse the contractor by this amount.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

HGS/H

~~2970.00~~ Delays to Block work by R of way
281.55 adjustment on Price agreement #3
-339.80 - R of W delays at Duct, Inn
~~1580.00~~ - Extra cost of Culvert Excavation
353.44 Extra Overhead reduced yardage
~~1460.00~~ Retained percentage

6984.79
594.00

757879

3564.00 Right of way delay on Block Culverts
281.55 Adjustment on Price agreement #3
339.80 Right of Ways Delays at Duct, Inn
353.44 Extra Overhead at reduced inn

4538.79
1580.00 Price agreement on Culverts
1460.00 Retained percentage

~~7578.79~~

757908

108 6
0
648
55
0

1/61

2970.00	R.W. delays on [illegible] outfall
281.55	adjustment on [illegible] agreement #3
339.80	R.W. delays at [illegible]
1580.00	Extra cost culvert ex a
353.44	overhaul charged to retirement yardage
1460.00	retained percentage.
6984.79	
594	
7578.79	

1080
60
64800

1080
75
5400
7560
0

648
5.5
3240
3240
3564.0
2570
594.

96
75
100

7a

August 8, 1933

Tiffany Grease Works,
Fort Worth, Texas.

Attention: R. H. Wyatt.

Gentlemen:

Receipt is acknowledged of your letter of August 2nd concerning the Theo. Arenz contract.

Please be advised that Mr, Arenz has has two contracts the descriptions of which are as follows:

Contract No. 1414 - Aurora-Woodburn Section of the Pacific Highway in Marion County - 5.08 miles of grade widening. The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Bldg., Portland, Oregon, is resident agent. The amount of the bond is $31,105.00. This contract was completed on April 13, 1933 and was accepted June 28, 1933.

Contract No. 1436 - Molalla River-Aurora Section of the Pacific Highway in Clackamas and Marion Counties - 3.4 miles of regrading and paving. Bond was furnish by same company as noted above. Bond was in amount $76,452.00. The completion date of this contract was July 15, 1933. It has not yet been accepted.

Very truly yours,

Secretary.

Dict. by J. McFarland.

TIFFANY
LUBRICANTS
"FINE AS A SILKY FILM OF GAUZE
– TOUGH AS A RHINO HIDE"

TIFFANY
LUBRICANTS
AMERICA'S FINEST–
ADDS YEARS TO GEARS

TIFFANY GREASE WORKS
200 N. TRINITY AVENUE
FORT WORTH, TEXAS August 2nd,1933.

The Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

RE: Theo Arenz, Contractor,
Project 1415.

Please be kind enough to note on the bottom of this letter and return to us at your earliest convenience, showing the contract date of completion of work on the above Project, as well as the name of the County in which the work is located and the name and address of the Surety Company furnishing the bond.

The enclosed postage paid envelope is for your convenience and we shall be grateful for this courtesy on your part.

Yours very truly,

TIFFANY GREASE WORKS.

R H Wyatt

Credit Manager.

E:D

P.S. Please state whether or not Mr.Arenz is the Principal Contractor on the job. If not please show the name and address of the Principal Contractor.

RECEIVED
AUG 7 - 1933
OREGON
STATE HIGHWAY COMMISSION

#1483

7-a

August 7, 1933

Union Oil Company of California,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

In response to your inquiry recent date we wish to advise that the description of the Northwest Roads Company contract is as follows:

Project "A" - Canby and Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties, 4.59 miles of regrading and paving. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Bldg., Portland, Oregon, is resident agent. The amount of the bond is $103,615.00. The completion date of the contract is October 15, 1933.

Very truly yours,

Secretary.

Dist. by J. McFarland.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RC-580
C-31-B

July 20, 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have been advised that the Northwest Roads Company has been awarded the contract on Project A-Canby Section-North Unit of the Aurora-Brooks section.

We would appreciate your furnishing us with a complete description of this job, as well as the job number, the amount of the bond, the bonding company and the date of completion.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C S Myer
District Manager

RC:B

RECEIVED
JUL 22 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-B-1 10141 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

1-a

August 2, 1933.

IN REPLY PLEASE REFER TO FILE NO.
24 PJ

Northwest Roads Co.,
P. O. Box 5072,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

Verifying our conversation of yesterday, your progress to date has not been entirely satisfactory. This contract was let on July 13th and this is now the 2nd of August and no pavement has been laid to date.

We take this opportunity to notify you that we will expect you to run at least three and probably four five-hour shifts starting not later than next Monday, August 7th, and will expect you to prosecute this work with all due diligence so as to complete before cold and wet weather. Should cold and wet weather strike you, we will be obliged to shut down the job and you will be charged with the full penalty for failure to complete.

I know that you have the right intentions on this work, but I am taking the opportunity to stress the importance of speedy action.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. F. D. Eason
Mr. J. H. Neef

7-a

August 1, 1935

Northwest Roads Co.
Craig & Warren Roads
Portland, Oregon

Gentlemen:

We are sending by express for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading and asphaltic concrete paving of Project "A" (Canby and Aurora-Brooks Sections of Pacific Highway) in Clackamas and Marion Counties.

Very truly yours

Secretary

AJ

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
PORTLAND, OREGON

7-a

July 18, 1933

Mr. J. W. De Souza, Assistant Attorney
Oregon State Highway Commission
Salem, Oregon

RECEIVED
JUL 19 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I am in receipt of your letter of the 15th inst. in regard to Mr. Hartman's claim for walnut trees destroyed. This matter was taken up by Mr. Hartman with Carson & Carson, Attorneys last fall and I wrote Mr. Carson a letter on November 29th explaining the situation. The trees were on the State's right-of-way and required removal as far as the contractor was concerned. The contractor was not notified by the right-of-way man that any arrangement had been made with Mr. Hartman to leave the trees, and, therefore, permission was given by the contractor's representative to remove the trees at the time it was necessary to carry on operations at that point.

However, I shall be glad to go into the matter again as soon as I can. It would hardly be fair to force an adjustment by holding up final payment of the work, as my bonding company is certainly good at any time, regardless of final payment of the work, for any damages for which I or the State may be liable.

Very truly yours,

THEODORE ARENZ

Theo. Arenz

TA:H
cc Carl Smith
cc W. E. Chandler

FORM S-A-1 9000 5M 5-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

17-a

July 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Scott Vetor,
Rt. 1,
Canby, Ore.

NOTED
State Highway Engineer

Dear Sir:

Answering your letter addressed to Governor Meier concerning the wages paid at the Rigdon Plant when engaged in the production of material for the Molalla River-Woodburn Section, I beg to advise that Federal regulations and the State contracts do not pertain to the production of gravel or sand from commercial plants. Crushed gravel or sand from commercial plants is to be considered in the same light as any other commercial products such as cement, steel or lumber, and the wages paid in the production of this material have not been specified in the contracts.

Therefore any arrangement which Mr. Rigdon made with you concerning wages is strictly a private agreement entered into between you and Mr.Rigdon and is not subject to the regulations concerning wages on contract jobs.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

7-a

July 14, 1933

Northwest Roads Co.
P. O. Box 5072
Portland, Oregon

Gentlemen:

This letter is to confirm our night letter to you, dated July 13, advising you that the State Highway Commission has awarded you the contract for paving Project "A", known as the Canby Section and the North Unit of the Aurora-Brooks Section of the Pacific Highway in Clackamas County, on the basis of the bid submitted by you at the last meeting of the Commission held in Portland on July 11.

You may consider this letter as your authority and our request that the work under this contract be started immediately to insure its completion within the specified time limit.

Contract and bond forms will be sent you shortly for execution.

Very truly yours

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 13, 1933

RECEIVED
JUL 15 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our verbal concurrence of today in the award of the North Unit of Oregon Emergency Construction Highway Project E-7-A, to the Northwest Roads Co., Portland, Oregon, who submitted the low bid for this work.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Probert
By State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 11, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This confirms our verbal concurrence of this date in the award of contract on the Middle Unit and the South Unit of Oregon Emergency project E-7-A to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 13 1933
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

FORM S-A-1 6787 10M 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 1-a

July 11,1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr H.G.Smith,Construction Engineer
Oregon State Highway
Salem,Oregon

Dear Sir:

Reference is made to the Claims of the Meyers Contract Co.

Claim 1 A for $1000.00

Extra Expense because of lack of Right of way.Jumping Stretches of Highway.

Price Agreement #3 was issued to cover increased cost due to delay in securing right of way and reads in part:

These adjustments cover all claims due to delayed right of way acquirement,delayed power pole movement and increased cost resulting therefrom.

There was considerable delay due to lack of right of way which can only be estimated,but the $828,45 paid per this agreement was far from adequate.

Claim 1 D for $2032.52

Sta 552 to 569.Extra Expense to Us working teams in mud because of right of way delays and delay in moving Duck Inn buildings.

Price Agreement # 3was issued to cover increased cost due to delay in securing right of way.

How ever the following cost data shows the approximate loss due to working teams in mud.(between Sta 552 and Sta 569)

Approximate Cost		
1080 Team Hours at 0.20	216.00	
1465 Man Hours at 0.50	732.50	
25% for Supervision,Moving and Misc	237.12	
Total Cost	1185.62	
Gross Amount Earned		
2904 Cu Yds Excavation @ 0.28	813.12	
1090 Yd Sta Overhaul @ 0.03	32.70	
Total Earning	845.82	
Loss		339.80
Estimate that in good weather the contractor would have made a 20 % profit on gross earnings or		169.16
Total Net Loss		508.96

NOTED
State Highway Engineer

12-33
MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Meyer Contract Co.,Claims

IN REPLY PLEASE
REFER TO FILE NO.

Claim # 2 for $1640.17
Extra expense because Pipe Excavation was increased.

Digging Up Broken Drain Pipe

Price agreement allowed 20 cents per foot for digging out broken drain pipe.This was equivelant to 74 cents per Cu Yd for excavation.In accordance with the Specification the Contractor should have recieved only the Excavation Bid Price or 28 cents per Cu Yd for this work.But as 85% of the Pipe dug up for salvage was broken and could not be reused,Price Agreement4was issued to allow the Contractor a better price.

The Contractor has recieved the benefit of this special price agreement on the 3758 Lin Ft of broken pipe which amounted to 46 cents per Cu Yd on 1015 Cubic Yards or $467.75.

Neew and Salvaged Culvert Pipe

	As Bid	As Constructed
New Culvert Pipe	2950 Lin Ft	7160 Lin Ft
Salvaged Drain Pipe	3000 Lin Ft	1342 Lin Ft
Total	5950 Lin Ft	8502 Lin Ft

	Lin Ft Pipe	Cu Yds Excavation
As Constructed	8502	2295.5
As Bid	5950	1606.5
Extra	2552	689.0

Cost of excavation for culvert pipe hand labor averaged about 75 cents per Cu Yd.
Loss due to excavating 689 extra Cu Yds (689 X 75 _ 28 or 47 cents) $323.83

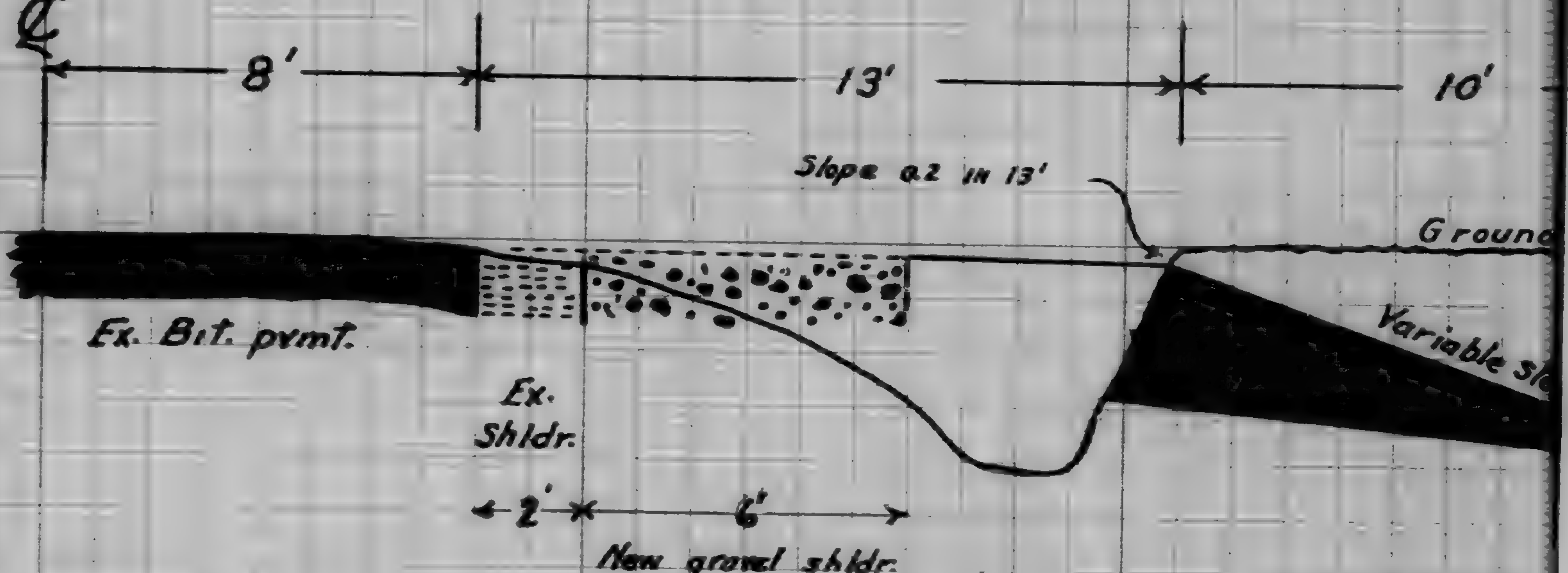
Summary:

Estimate that Contractor last $323.83 on the 689 Cu Yds of extra excavation made necessary by the additional 2552 ft of culvert pipe,but his profit on laying the extra 2552 lin ft additional pipe amounted to $471.13 so that there was an actual profit on this extra pipe amounting to $147.30.

E.H.Clymer

NOTED
Highway Engineer

Copy



Typical Section Side Borrow

Woodburn - Brooks Widening

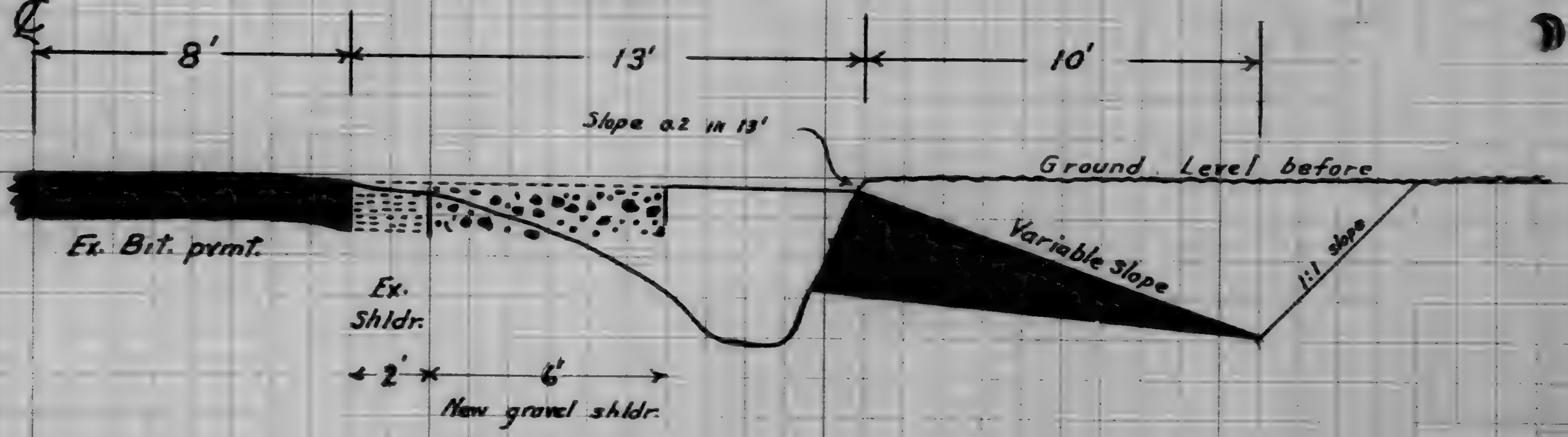
Submitted by Meyers Contract Co.

hway

1045.8
294.7
1340.5
1.2
2681.0
13405
1608.60

File

Copy

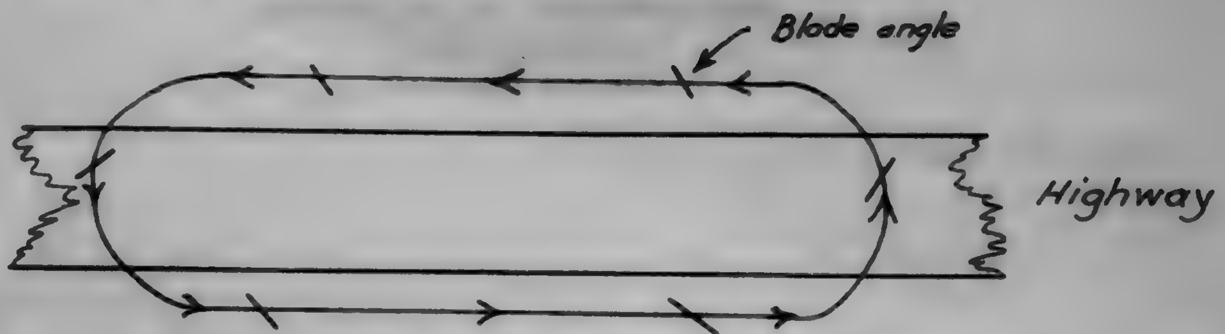


Typical Section Side Borrow

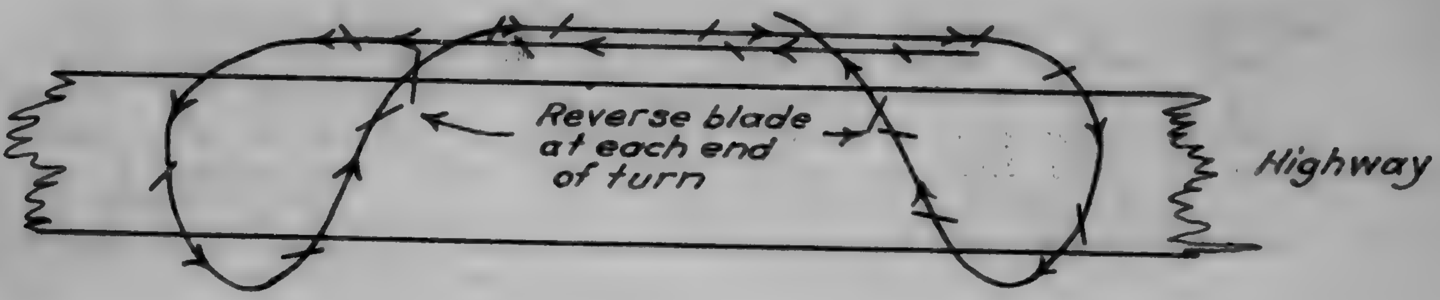
Woodburn - Brooks Widening

Submitted by Meyers Contract Co.

NOTED
State Highway Engineer



Route of Tractor and Blade as Planned



Route of Tractor and Blade as Executed
(To grade opposite side of highway - route reversed)

Sketch 1.(b) To illustrate extra movement because of
right-of-way on one side of highway only.

Copy

2.1

MEYERS CONTRACT CO.
ENGINEERS AND CONTRACTORS
GOVERNOR BUILDING
PORTLAND, OREGON

June 14, 1933

Mr. Sam Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock:

On Contract #1396--"Widening Pacific Highway from Brooks to Woodburn", completed by us on February 28th, we have just received the engineer's final quantities. These figures are so much less than our original bid that not only have we incurred a large cash loss but in addition we find that we have about $9500 worth of bills and liens still payable on this contract with only $1460.39 acknowledged by the department's final figure as still due us.

If the above estimate is not increased we will have to turn over our affairs to the Bonding Company and they will have to make payment to our creditors of this deficiency of $8000.00.

However, we feel that there are a number of items and factors that the engineers may not have considered and if properly considered and weighed, our estimate would be increased by a sufficient sum to take care of our liens and in addition wipe out some of our cash loss.

With this in view, we respectfully request your consideration of the following:

1. As you undoubtedly know, the right-of-way engineers had considerable difficulty in securing the right-of-way at fair appraisals, with the consequent result that we were constantly held up for lack of right-of-way. This lack of right-of-way caused us to:

(a) Jump over stretches of work and then later to return to complete them. This meant a constant disorganizing of our forces and the moving of machines back and forth at considerable unanticipated and unnecessary expense.

We attach a tabulation listing the stations of these "jumps".

(b) Because of lack of right-of-way on both sides of

2.1

the road at the same time, we were not able to go down one side of the highway and back on the other as we had planned, but had to make two extra complete turns across the pavement. This not only increased our movement and time-loss but also caused us a large delay as we were then forced to reverse the angle and tilt of our blade at each end of the trip.

The attached sketch and tabulation shows this extra movement and the stations of occurrence. This expense was doubled because of the same condition on each side of the road.

(c) The Rural telephone company and the Molalla Electric Company failed to get their poles out of our way and forced us to work around them at considerable extra expense.

The department allowed us a small extra at 22¢ per cu. yd. on this item, to a total sum of $364.52, although P.A. #3 called for an additional sum of $281.55.

(d) From Station 558 to 569 (Duck Inn) we were required to use teams. We wanted to go into this section as quickly as permitted so that the teams could do the work before the rainy season. Because of lack of right-of-way and delay in moving the Duck Inn Buildings, we were not permitted to do so. We even went so far as to request of the owner of the cut at Sta. 567 that he let us in on the cut on our own responsibility. We managed to secure his consent by giving him a job. But immediately after we started (on the advice of Mr. Devers), the engineers ordered us to discontinue our operations until the state secured the right-of-way. When we finally got authority to grade the cut, the rain had started and the moving of this cut with teams, in the mud, cost us four or five times more than it would have if we could have started the work when we wanted to. RW

(e) When we secured the contract we planned to start operations on the North end and work towards the South so that we could follow directly behind our grading with the application of the "Borrow" specified. Because of lack of right-of-way we were ordered to start on the South end. This caused us to prolong our operations about a month, applying the "Borrow" after the balance of the work was completed. As a result we had to assume this extra cost of supervision and overhead. RW

2. The large increase in footage of pipe from 5950 lin. ft. as called for in the Contract as Bid to 12260 lin. ft. as actually Constructed resulted in an increase in yardage in pipe excavation and backfill. The summary attached shows that this extra footage of pipe caused us to Excavate and Backfill 1345 cu. yds. of extra excavation, mostly "Wet" at a cost to us of about $1.50 per cu. yd. against the small sum of 28¢ per cu. yd. allowed us on our roadway excavation price. The original bid carried no item for "Structure Excavation" and the estimated cost of pipe excavation was figured in our roadway yardage.

3. On Page 5 of the Special Provisions under the Paragraph "Materials" for the gravel surfacing, the specification says, that the gravel "shall not contain more than 30% of materials that will pass a screen having ¼" sq. openings".

The engineers instructed us to disregard this provision and to put in all the sand possible as they preferred the sand for "Filler" over the dirt "Filler" called for in the bid.

Inasmuch as this sand was substituted for the Dirt Filler and we received no payment whatsoever for the "Filler" and "Filler Haul" item we bid on, we think that it would not be unreasonable for us to expect payment for the sand "Filler" substituted for the "Dirt Filler".

4. When we bid this contract, we planned to use an elevating grader as per our interpretation of the special provisions on Page 8 of the specifications

> "Turnpike" sections may be constructed by means of power hauled graders."

✓

Before we submitted our bid we made four long distance calls to various engineers of the department to clarify this provision as to whether the job was to be construed as a "Turnpike" section. We were informed that the engineers had ruled this contract as coming under the above special provision.

However, when we went to start the work, we were informed that the Bureau of Public Roads had ruled we could not use an elevating grader as that would eliminate too many men and that the only machine we could use would be a Power hauled blade grader.

This ruling caused us:

(a) To expend a huge extra sum for the employment of men with hand shovels to load trucks, and

2.1

(b) Because of the ruling that a "Blade" grader was the only machine we would be permitted to use, we were forced to move from 20000 to 25000 cu. yds. of material outside of the cross-section lines as staked, which the engineers did not pay us for.

In view of the circumstances, we believe that in all fairness, we are entitled to pay on our bid price for the above yardage moved and not paid for. The provisions of the paragraph "Excavation Below Grade" on Page 23 of the Standard Specifications ought to be authority for this payment.

We attach a sketch showing in "Red" a typical section of this extra excavation that we have not been paid for.

5. The original bid on this contract called for:

65000 cu. yds. of Roadway Exc. exclusive of Pipe Exc.
8000 " " of "Borrow".

The engineers final estimate only shows:
44677 3 cu. yds. of Roadway Exc.
3155 5 " " of "Borrow".

The above difference in yardage represents a money shortage to us of $8107.61 from the original Contract we Bid on.

Inasmuch as we bid the contract, and equipped and manned the work for the yardage called for in the bid, it does not seem just that we should not be compensated for a reduction in yardage of 35% of the contract.

The last paragraph of Page 7 of the Special Provisions emphasized the point that this contract was to be performed within the time limit regardless of the weather.

As you well know, we had an exceptionally severe winter, but regardless of the weather we worked a full complement of men and finished the contract on time although we understood most of the other contractors working under the same specifications were relieved of this obligation.

We are not objecting to the relief afforded the other contractors, but we do feel that we should be entitled to a great deal of consideration for doing the work as specified and furnishing this large amount of employment during the winter when it was so sorely needed, despite the terrific and continuous rains, snow storms, intense cold and freezing periods we experienced.

2.1

In this claim we wish to emphasize the courtesy and cooperation extended us by the engineers in charge of the work. Although the specifications were an innovation and we were all forced to work under trying conditions, they did all they could to facilitate the operations. We believe a great deal of commendation is due them for the execution of this job under most unusual circumstances.

In considering our claim, a summary of which we attach, we respectfully request that you recall the fact that the original purpose of this contract was to afford labor to the unemployed.

Inasmuch as we performed every requirement and request of the department willingly and without argument, it does not seem fair that we should be forced to bear this large loss which is about to force us into a receivership when the money lost by us was expended for the relief of the unemployed.

Very truly yours,

MEYERS CONTRACT CO.

By Cornelius W. Meyers

CWM
rf

Enc.

2.1

Tabulation of "Jumps" and One Side Operation

From Sta.	to Sta.		Reason
465	555	One side operation	Poles in road
570	587	" " " (One Day Only)	Lack of Rt. of Way
645	656	" " "	Lack of Rt. of Way
672	678	" " "	" " " " "
692	715	" " "	Gas Co. interference
725	755	Four short jumps	Lack of Rt. of Way

Jumped entire organization from Sta. 755 to Sta. 850 at North end

850	860	One side operation)	Acct. no stakes on W. side because of lack of time for engineers to get stakes in because of move to North end
860	868	" " ")	
868	882	One side operation	Acct. keep drainage open 850 to 868
850	782	Rt. of Way secured in short pieces only. No stretch long enough to work equipment--Performed all by hand.	

NOTED
State Highway Engineer

2.1

MEYERS CONTRACT CO.
ENGINEERS AND CONTRACTORS
GOVERNOR BUILDING
PORTLAND, OREGON

In submitting the attached "Summary of Claim" we wish to make our position clear that we do not expect compensation for the total amount listed in the "Summary."

We are presenting the claim as an expression of our costs for doing various items of the work as a variation of the original contract.

If certain items in our claim are basically just then it is evident that certain other items should not be allowable. For example: if we are allowed Item 5 we certainly are not entitled to any compensation for Item 4(b).

This claim is presented for your decision as to what items or combination of items are just.

Regardless of the merits of our case we are only asking for sufficient sums to take care of our creditors and, if possible, to reimburse us for a small percentage of our cash loss. It is our honest opinion that upon a careful study of the claim, you will approve of enough items or portions of the items enumerated to enable us to take care of our obligations.

Cornelius D. Meyers

2.1

NOTED
State Highway Engineer

SUMMARY of CLAIM

The following is a summary of the items explained in our claim, extended as to cost. We respectfully request your consideration of these items for an increase to the estimate submitted to us.

1. Extra Expense because of lack of right-of-way.

(a) Jumping stretches of highway (Estimated) $1000.00 ✓

(b) Extra expense Right-of-way on 1 side only (Est.) 3000.00 ✓
450 [illegible]
See letter 245 #15

(c) On adjustment for extra expense because of failure of Telephone and Power companies to move poles

P.A. #3 called for	2220 cu. yds.		
Final estimate only allows	1656.9 " "		
Difference	563.1 cu. yds. @ 50¢	281.55	✓

(d) Sta. 558 to Sta. 569 Extra expense to us working teams in mud because of Right-of-way delays and delay in moving Duck Inn Buildings.
2903.6 cu. yds. @ 70¢ 2032.52 ✓

(e) Extra Overhead applying "Borrow"
One month's P.R.--Foremen, Book-keeper, Contractor's Time Supt., Transportation Exp., etc. 600.00

2. Extra expense because Pipe excavation was increased.

	As Bid	As Constructed
Culvert Pipe		
Salvage Drain Pipe	2950 lin. ft.	7160 lin. ft.
" " " (P.A.)	3000 " "	1342 " "
	----	3758 " "
	5950 " "	12260 " "

	Pipe Lin. Ft.	Excavation
As Constructed	12260 lin. ft.	2614.4 cu. yds. (measured)
As Bid	5950' " "	1270 " " (estimated)
Extra	6310 " "	1344.4 " "

✓

1344.4 cu. yds. Wet Exc. & B.F. for pipe @ $1.22 1640.17
($1.50 — $0.28 = $1.22 per cu. yd.)

3. Deduction of "Filler" and "Filler Haul" items for which sand was substituted and not paid for.
Contract as bid called for

"Filler" -- 1100 cu. yds.	@ 50¢	550.00
"Hauling Filler" 3000 yd. mi.	@ 12¢	360.00

4. (a) Extra Hand labor because of not being permitted to use elevating grader (Estimated) 9000.00 ✓

(b) Extra yardage moved by Blade Grader beyond stakes and not paid for. Per sketch attached (Estimated) 6300.00
22500 cu. yds. @ 28¢

5. Shortage in yardage from Contract As Bid 8107.61

As Called for in Contract

Excavation (Roadway)	65000 cu. yds.	
Borrow	8000 " "	

As Constructed

Excavation (Roadway)	44677.3 cu. yds.	
Borrow	3155.5 " "	

Shortage

Excavation (Roadway)	20322.7 cu. yds. @ 28¢ =	5690.36
Borrow	4834.5 " " @ 50¢ =	2417.25
		8107.61

Final Estimate Release

Job Woodburn - Brooks Kind of Work Regrading

County Marion Prefix 24 PE

Contractor Meyers Contract Co. Contr.No. 1396

Date of Compl. February 28, 1933 Date of Final Voucher May 16, 1933

Final Unit Prices Checked with Original Contract May 15 1933.

Release by Equipment Department May 15 1933.

Expenditures to April 30 1933.

State 8,071.31 This Est. S.F. 1005.23 1460.39 Total 10,536.93

County This Est. Total

Govt. 45,400.25 Total 45,400.25

Total 53471.56 This Est. 2465.62 Total 55,937.18

Paid Contr. 46,425.67 This Est. S.F. 1005.23 1460.39 Total 48,891.29

Expend. for Engr. 6,806.96

Orig. Cont. Amt. 47,826.50 Misc. Ded'n Charges none

Supplemental Agreements 1690.00 Labor or Matls. Furn. 238.93

Total 49,516.50 Total Cost of Job 55,937.18

Extra Work

Order	Estimated	Paid
1	32.00	102.64
2	40.00	96.12
3	40.00	41.31
4	730.00	821.13
5	70.00	57.11
6	30.00	37.37
7	170.00	197.61
8	840.00	820.92
	1952.00	2174.21

Deduction Charges:

none

Labor or Materials Furnished:

Damage to Woodburn arch while removing	$ 100.00
Signs for traffic control	138.93
	$ 238.93

Office Engineer

7-a

ANALYSIS OF COMPARISON OF COST
BETWEEN STANDARD ASPHALTIC CONCRETE AND TYPE X

- - - - - -

14
.105
.07

191,000 sq. yds. ÷ 12.28 A. C. (Pull - from State Tests) = 15,550 Tons A. C.

191,000 " " ÷ 14.55 X (" " " ") = 13,130 " X

2,420 Tons
$4.00
$9,680.00

A. C. - 110# A. C. to Ton

X - 90# A. C. " " at 1¢ lb.

13,130 Tons x 20¢ = $2,626.00

Rock chips = 10# per yd. 3½¢ = $6,705.00

Sand Dressing 1¢ " " 4# 1,910.00

$4,795.00

9680 pull
2626 - AC diff
4795 - seal coat
17,101

191,000) 10505
6.5

Avg 5½ per sq yd
191,000 x 5½ = 10.505

1.3
2.1

13
20

1-a

CANBY AND AURORA-BROOKS SECTIONS
PACIFIC HIGHWAY

Comparison of Quantities and Bid Prices

July 11th and June 28th
1933

Contract Items	June 28	July 11	Add. Diff.	Low Aver. Price	Amount
Class A AC tons	16,000	16,180	180	4.857	$ 874.26
Class C AC tons	12,400	13,160	760	4.65	3534.00
Class E AC tons	14,200	14,350	150	4.95	742.50
Sur.Finish-tons	1,117	1,185	68	4.857	330.28
Sur.Finish-Sqyds	191,000	197,500	6500	.05	325.00
Gravel Borrow CuYd	31,400	33,500	2100	1.50	3150.00
1¼" Surfacing CuYd	17,000	17,500	500	1.867	933.50
Excavation CuYds	14,500	14,750	250	.433	108.25
		Sub-total.............			$ 9,997.79

Analysis of low bids:

June 28th:			
Low Bid Sec A	$ 175,560.40		
Low Bid Sec B	162,967.00		
Total................		$ 338,527.40	
July 11th:			
Low Bid Sec A	103,615.00		
Low Bid Sec B	106,191.25		
Low Bid Sec C	121,980.00	331,786.25	
July 11th lower than June 28th..........		6,741.15.....	6,741.15

Reduction by contractors.............................. $ 16,738.94

NOTED
State Highway Engineer

Canby - Aurora - Brooks Paving

7-a

One Unit

Est. site and Set up
$\$8,000^{00}$

Asphaltic - Concrete

Plant Set up Woodburn ½ Mi. Deadhaul
~~Required Tonage 44678~~ ~~(including non-skid)~~

Cost Gravel @ Paving Plant $\frac{\overset{\text{Truck}}{1^{00}/\text{c.y.}} + \overset{\text{R.R.}}{1.38}}{2} = 1.19$

" Asphalt $\$17^{70}$ Ton

	24 PD 50 Ton/hr Basis.	100 Tons/hour Est. Cost/Ton.
Plant Erection etc.	.466	.180
" Operation	.571	.314 (+10%)
Aggregates	.787	1.071
Grade "D" Asph.	.702 @ 14^{70}	.910
Hauling	.227 overhaul 4½ Mi.	.292
Laying	.493	.296 487 mi @ [illegible]
1 Headers	.317	.280
Bond & Insurance	.040	.040
Misc'l. & Sprinkling	—	.100
	3603	3.483
Profit 11%	397	10% Profit, .348
Bid	$ 4.000 per ton.	Est Cost $ 3.831 per ton

Res. Constr. Engr.
7/10/33.

Rec'd.
7/10/33

Canby - Aurora - Brooks Paving

One Unit

Est. site and Set up
$8,000.00

Asphaltic - Concrete

Plant Set up Woodburn 1/2 Mi. Deadhaul

Required Tonage 44678 (including non-skid)

Cost Gravel @ Paving Plant $\frac{1.00/\text{cy. (Truck)} + 1.38 \text{ (R.R.)}}{2}$ = 1.19

" Asphalt $17.20 Ton

	24 PD 80 Ton/hr Basis.	108 Tons/hour Est. Cost/Ton.
Plant Erection etc.	.466	.180
" Operation	.571	.314 (+10%)
Aggregates	.787	1.071
Grade "D" Asph.	.702 @ 14.20	.910
Hauling	.227 overhaul 4½ Mi.	.292
Laying	.493	.296 [illegible]
Headers	.317	.280
Bond & Insurance	.040	.040
Misc'l. & Sprinkling	—	.100
	3603	3.483
Profit 11%	397	10% Profit. .348
Bid	$4000 per ton.	Est Cost $3.831 per ton

Jno. H. Neef
Res Constr Engr.
7/10/33.

Rec'd.
7/10/33

SHOWING THE DECREASE IN COST IF A CENTRAL PAVING PLANT OF 100 TON PER HOUR CAPACITY IS SET UP AT WOODBURN FOR THE ENTIRE PROJECT 3 UNITS "A" "B" & "C"

ESTIMATE COST UNIT "A" WITH 100 TON PER HOUR PLANT AT WOODBURN	83,275.00
" " " "B" " " " " " " "	88,623.50
" " " "C" " " " " " " "	106918.90
TOTAL ESTIMATED COST FOR PROJECT	278817.40

ESTIMATED COST UNIT "A" WITH 50 TON PLANT AT HITO	87384.00
" " " "B" " 50 " " " WOODBURN	96216.00
" " " "C" " 50 " " " SALEM	114631.50
TOTAL ESTIMATED COST FOR PROJECT	298,231.50

DIFFERENCE $19,414.15

SUMMARY

A SAVING OF $19,414.15 COULD BE MADE IF A LARGE CENTRAL PAVING PLANT OF 100 TON PER HOUR CAPACITY WAS SET UP AT WOODBURN AND USED FOR ENTIRE PROJECT INSTEAD OF USING 3 - 50 TON PAVING PLANTS, ONE PAVING PLANT ON EACH UNIT.

SHOWING THE DECREASE IN COST IF A CENTRAL PAVING PLANT OF 100 TON PER HOUR CAPACITY IS SET UP AT WOODBURN FOR THE ENTIRE PROJECT 3 UNITS "A" "B" "C"

ESTIMATE COST UNIT "A" WITH 100 TON PER HOUR PLANT AT WOODBURN	83,275.00
" " " "B" " " " " " " "	88,623.50
" " " "C" " " " " " " "	106,918.90
TOTAL ESTIMATED COST FOR PROJECT	278817.40

ESTIMATED COST UNIT "A" WITH 50 TON PLANT AT MITO	87384.00
" " " "B" " 50 " " " WOODBURN	96216.00
" " " "C" " 50 " " " SALEM	114631.50
TOTAL ESTIMATED COST FOR PROJECT	298,231.50

DIFFERENCE $19,414.15

SUMMARY

A SAVING OF $19,414.15 COULD BE MADE IF A LARGE CENTRAL PAVING PLANT OF 100 TON PER HOUR CAPACITY WAS SET UP AT WOODBURN AND USED FOR ENTIRE PROJECT INSTEAD OF USING 3 - 50 TON PAVING PLANTS, ONE PAVING PLANT ON EACH UNIT.

Recd
4/4-1

#1451

7-a

Woodburn

July 5, 1933

Mr. Theodore Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter dated July 1, 1933, inclosing a statement of your claim for $75.00 against Mr. Julius Johnson, contractor, for gravel delivered on the Pudding River Bridge at Aurora. I would suggest that you take this matter up with the surety on the bond furnished by Mr. Johnson, the United States Fidelity & Guaranty Company, C. O. Price, Agent, Porter Building, Portland.

As is our usual practice, we are today notifying the contractor and his surety of the receipt of your notice of claim.

Very truly yours

Secretary

HBG:jm

July 5, 1933

United States Fidelity & Guaranty Company
Co. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have today received statement of claim filed by Theodore Arens for gravel delivered to Mr. Julius Johnson on the Pudding River Bridge at Aurora, State Highway Contract No. 1451, in the amount of $75.00, for 63½ yards for relief bridge approaches.

We are notifying you of the existence of this claim since you appear as surety on the bond furnished by the contractor.

Yours very truly

Secretary

c.c. Mr. Julius Johnson
4105 N. E. 42nd Avenue
Portland, Oregon

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
PORTLAND, OREGON

RECEIVED
JUL 3 1933
OREGON
STATE HIGHWAY COMMISSION

July 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I enclose herewith a claim for $75.00 against Mr. Julius Johnson, Contractor, for gravel delivered on the Pudding River Bridge at Aurora.

Kindly send me his address.

Very truly yours,

THEODORE ARENZ
Theodore Arenz

TA:H

OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

516 Guaranty Building
Portland, Oregon
May 6, 1933

Mr. Julius Johnson
Aurora, Oregon

To THEODORE ARENZ, Dr.

63½ yards gravel for relief bridge approaches as per agreement.	$75.00

7-a

June 26, 1935

Aurora-Woodburn Section

Molalla Electric Company
Aurora
Oregon

Attention of Mr. A. L. Strickland, Manager

Gentlemen:

I thank you for your letter of June 25 advising that Mr. A. D. Baumback has paid his account with you in full for services rendered.

We are correcting our records in accordance therewith.

Very truly yours

Secretary

HDG:AJ

MOLALLA ELECTRIC COMPANY

AURORA, OREGON

June 24, 1933

State Highway Commission
Salem, Oregon

Gentlemen: Attention H. B. Blazier, Sec.

Referring to my letter of June 7 and your reply of June 9 regarding the account which was unpaid by A.B.Baumback to the Molalla Electric Company, this is to inform you that all accounts which we had against Mr. Baumback have now been paid in full.

Very truly yours,
MOLALLA ELECTRIC COMPANY
By
A. L. Strickland
A. L. Strickland
Manager

ALS WM

#1451

7-a

June 23, 1933

Mr. H. B. Glaisyer

For your information, Mr. Julius Johnson has completed his work on contract No. 1451, the same being the construction of a bridge over Pudding River Overflow. We will be pleased if you will secure authorization from the commission to pay the final on this job.

The work was completed ~~and accept~~ed on June 19, 1933.

WAReeves

W. A. Reeves
Office Engineer, Bridge Department

CG:AP

✓ Approved by Comm 6/24/33

7-a

June 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending under separate cover five blueprint copies of the typical cross-section sheet for construction of asphaltic concrete pavement from Station 370+00 to Station 206+05 on the Brooks-Aurora Section, Project No. E-7. Due to several small changes in the grade on the Woodburn-Brooks Unit and Aurora-Woodburn Unit, the plans have been revised and five additional sets for each unit are being sent to replace those which you now have. The plans for the Brooks Unit (Sta. 370+00 to Sta. 404+00) are correct.

Your attention is called to the construction of asphaltic concrete road approaches to the cement concrete paved unit (Sta. 1168+00 to Sta. 214+04 on the original project and Sta. 214+04 to Sta. 211+72.6 on the extension). In the estimate submitted yesterday, the cost of these approaches were included under the cement concrete type of roadway as accessories to that improvement.

On page one of the special provisions, the work is described to exclude the section of the project between Sta. 214+50 and 1167+74.5. The north end of the cement concrete pavement is given as Sta. 211+72.6 (south end of Overflow Bridge). This appears to indicate that the section between Sta. 211+72.6 and 214+50 is included under both paving projects. Accordingly, we wish to call to your attention that the work under the asphaltic concrete paving project from Sta. 211+72.6 and 214+50 is measured on the street approach described on page 24 of the special provisions as connecting with the project at Sta. 211+70.

Mr. W. H. Lynch - 2. June 22, 1933.

The additional bid proposals for this work are likewise being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

B. H. Probert
Office Engineer

Dict. by F. W. Beck/IB

#1414

7-a

June 22, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1414 for the construction of the Aurora-Woodburn Section of the Pacific Highway in Marion County has been completed by the contractor, Theo. Arens, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 1st, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $28,929.26 including the final payment. Of this amount $213.84 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1414
Mower
7-a

PETROLEUM PRODUCTS

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

RECEIVED
JUN 16 1933
OREGON

Oregon City, Oregon
June 15, 1933.

Mr. H. B. Glaisyer
State Highway Commission
Salem, Oregon

Dear Sir:

We are attaching herewith our regular stencil form covering contracts let by the State of Oregon Highway Commission on Job 1414 and ask that you kindly fill in questions 18 to 23 inclusive.

We are also attaching a blank form on your letting of the paving job between Aurora and Canby, Oregon and wondered if you would please fille in the desired information covering this paving job, as we understand this to be a new job and is not connected with job 1414.

We thank you very kindly for your attention.

Yours very truly,

SHELL OIL COMPANY
J. Ross
CREDIT DEPARTMENT

R
Enc. 2. ✓

Ptd. $868.74
Jun. 13. 1933

#1414

7-a

June 13, 1923

United States Fidelity & Guaranty Company,
G. O. Price, Agent,
1306 Porter Bldg.,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Thos. Arena on Contract No. 1414 for the construction of the Aurora-Woodburn Section of the Pacific Highway in Marion County. This payment will be made on or after June 28, 1923.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

7-a

June 9, 1933.

Mr. R. H. Baldock:

Attached herewith is an application for an extension of time on contract No. 1451, the same being the Pudding River Overflow Viaduct under contract to Julius Johnson. Accompanying this application is consent of surety and the report by G. S. Paxson.

You will note from Mr. Paxson's report that no inconvenience has accrued to travel, and the Highway Department has been put to no additional expense for engineering.

In view of these facts and the other facts recited in Mr. Johnson's communication and Mr. Paxson's report, it will be my recommendation that an extension of twenty days be granted without penalty or assessment.

C. B. McCullough

CBM:AP

cc Mr. H. B. Glaisyer ✓

FORM 2-3-1 4600 1M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

#1414

1-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM, OREGON

June 6, 1933.

24 PF

Mr. Theodore Arens,
514 Guaranty Bldg.,
Portland, Oregon.

Dear Sir:

We note that the completion date on your Aurora-Woodburn widening contract, #1414, was April 15th. Inasmuch as the contract specified a completion date of March 31st, it will be necessary to receive from you a letter requesting an extension of time on this contract for the required period, together with the consent of your surety to this extension.

The final estimate data is now being checked in the Salem office, and this request for extension will need to be approved by the Commission before final payment can be made to you.

Yours very truly,

WM. E. CHANDLER
Division Engineer

By

V. G. O'NEIL
Office Engineer.

VO'N:ZR

cc Mr. J. McFarland

FORM 2-A-1 7918 10M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7-a

May 39, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir:

In regard to Meyers Contract Company's request for additional compensation on the Woodburn-Brooks Section, I beg to advise that I spent a considerable time with Messrs. Myers and Stone discussing the reasons why they are asking for another adjustment in spite of our settlement during the progress of the job.

You will remember that due to the fact thst some delay was necessary in securing right of way and moving public utility poles and pipe lines the Meyers Contract Company felt that some additional expense was caused them therefore price agreements were made with them to fully cover any additional expense that this delay might have caused and Messrs. Myers and Stone repeatedly assured us that they were fully protected by these adjustments and fully satisfied with the allowance made.

Now they state that they have lost some $9,000.00 and that the bonding company will take over their equipment and cause them to loose an equity of many thousand dollars. They state that they are being forced by the bonding company to secure a settlement that will clear their obligations. When the original settlement was made they anticipated sufficient yardage to break even on the job but upon receiving their semi-final estimate find that the yardage has considerably under run the preliminary estimate. From the attached analysis of Mr. Neef, it seems that this amounts to about 23% more than one-half which was caused by changes due to construction adjustments, such as; necessity for omitting borrow pits alongside shade trees and property where the owner made that requirement in selling the right of way and raising the grade in ditches to secure better flow in the depth line.

However, about 9% was caused by over estimating due to inaccuracies of planimetering the minute sections. Mr. McCallister has checked over the original sections and finds a uniform overrun of this amount, which he states is to be expected as small planimetered areas usually overrun by about this amount.

It does not seem to me that this underrun has a material bearing on their claim as they were losing money on their excavation and anyway they were very fortunate to have less yardage to move or the loss would have been greater. A decrease in yardage can only increase cost when material has to be handled by other methods than contemplated or by machines working inefficiently, but in this case the material was largely moved by hand methods therefore a loss would have occurred on every yard moved and had there been more yardage a greater loss would have occurred.

Mr. Myers lays considerable stress on the fact that he originally contemplated using an elevating grader but was denied permission to do so by Mr. Probert, on the ground that the Federal requirements were not to permit such equipment on a job, requiring hand methods. Myers' contention is that the specifications permitted graders and that an elevating grader would consequently be allowed. Mr. Probert advises that he merely had a general discussion with Myers about the class of equipment the Bureau would permit under the specifications and that Myers seemed perfectly agreeable to the interpretation without insisting on the right to use an elevating grader. There is little doubt but that elevating graders are contrary to the spirit of the hand method system required and that Myers is merely raising a technicality over the word elevating grader. He also told me during our settlement that he voluntarily relinquished the idea of using an elevating grader and had no intention of again raising the question.

Myers pleads for help on this job because he employed unusual numbers of men at hand labor, which was the primary purpose of the Federal Allotment, and believes it unfair to penalize a contractor who operated in the spirit of the scheme but suffered an unrepairable loss. He does not believe it justice to penalize a contractor when the main idea was to put the unemployed to work. He believes that the contracto's losses should also be assumed by the job as well as the additional cost due to contracting under these specifications.

While this contention may have some merit, unfortunately the Federal Act provided no funds for such allowances therefore the Highway Department is helpless from lack of funds. The principle if allowed would be applicable to other contracts as well as this and the department is without funds to establish such a precedent.

I believe that in making one former settlement with Myers that we fully covered all the claims and made adjustment for all unfavorable circumstances that arose during the job and that it is unprecedented to adjust a contract on such broad groun ds as Myers asks, and feel that his request for further adjustment should be denied.

Mr. Neef's letter is attached.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer

HGS/H

IONERS
M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 22nd 1933.

IN REPLY PLEASE REFER TO FILE NO.

24 PE.
Brief Report.

Mr. W.E. Chandler,
Division Engineer,
Salem, Oregon.

Dear Sir:-

Referring to your request of May 20th, regards a brief summary or summation on findings in report and letter to you of May 18th 1933 on Woodburn-Brooks Section of Pacific Highway in Marion County, Job 24 PE, Contract 1396, Meyers Contract Company, Portland, Oregon, Contractors.

It is difficult to summarize as briefly as you suggested and the following is a statement of the pertinent facts as I see them.

The excavation and borrow quantities as constructed was 23.3% less than the "As bid total" (exclusive of "allowance") as shown on Sheet "A" submitted to you under date of May 18th and as stated below.

This 23.3% is made up as follows:

Decrease acct. of additional side drain pipe used	-2.9%
" " " increased cut areas over actual	-9.0%
" " " raise in ditch grade line	-7.1%
" " " contraction of side ditches	-2.0%
" " " not taken out at Dusk Inn	-3.8%
" in Special Borrow, not required	-3.3%
Total decrease	-28.1%
Increase, acct. of throwing out ditch line, Mile 5 & 6 and providing for side drainage in Mile 9	+ 4.8%
Net decrease	-23.3%

Analysis of the above shows the following:

Excavation, over estimated	-11.9%
" and Borrow over estimated and changed in construction	-10.4%
" change in construction	- 2.0%
" Contractor released from work at Dusk Inn	- 3.8%
	-28.1%
" under estimated and changed in construction	+ 4.8%
Net decrease	-23.3%

	As bid	As constructed.
Excavation Total (not including "allowance")	59209 c.y	46301.1
Special Borrow " " "	5297 c.y	3155.5
	64506 c.y	49456.6

NOTED
Highway Engineer

The difference 15049.4 is 23.3% of the amount64506 as bid.

The amount of contract was $47,826.50. The cost of contract work based on final estimate amounted to $48891.29.

Out of 18 of the 19 bid items in contract (clearing and grubbing not included)the final quantities on nine items,over run and nine items under run estimated quantities.

The net over run cost (amount over the under run cost) on these items amounted to $2411.21 or 4.93% of the contract (final) cost. This (contingency) plus the (contingency) portion of the Force Account and Price Agreement work amounting to $2354.82 make a Total (contingency) of $4766.03 or 9.75%. The Total (contingency)"allowance" was estimated at $6204.14 or 12.98% of amount of contract.

In general on the items which over run the contractor made a profit while on the items which under run there was a loss.

Very truly yours,
Jno H Neef
Jno.H.Neef,
Resident Engineer on Construction.

JHN/M.

#1451

Form 333

MAY 31 1933

NOTED
State Highway Engineer

O G STATE HIGHWAY COMMIS N
FIELD ENGINEER'S WEEKLY REPORT
Federal Aid Emergency Project

For Week Ending May 27, 1933

Section Aurora-Woodburn

Kind of work Grade Widening

Highway Pacific

Section prefix 24PF 7-a

Contractor Theo. Arenz

Contract number 1414

Date of contract Sept. 28, 1932

Date of completion Mar. 31, 1933

Date work started Oct. 5, 1932

Estimated date of completion , 193

Amount of contract $ 31,105

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 29,831.80

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date $ 4440, 14.9%. Date project was completed April 13, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

In working up the Final estimate it was found that the shrinkage on the north 3 miles amounted to 50%. Field investigation made and fill areas (+ volumes) found and work corrected. Shrinkage as per final 29.3%.
This sm. fin. will be ready to submit about June 1st.

With the possibility that paving might not be done this year, Price Agreements No 2, covering 24PF and No. 2 (alternate) covering 24PF and 24PE for crushed gravel to be used + meet complaints and requests for finer material than specified.

The "excavation" quantities on this project is 76.4% of profile quantity (not including allowance quantity) and 83.7% including allowance (contingency) quantity.

Considerable time has been spent on investigating shortage in quantities on Meyers Contract #1396 and report on same.

Work on detail estimate of Hillsboro-Beaverton paving begun. With submission of sm. fin. on 24PF work on the detail estimate (paving) - Hillsboro-Beaverton will be intensified and the R/W markers on Salem-Aurora section deferred until completion of the Hillsboro-Beaverton paving estimate.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Jno. H. Neef

	GRADING	SURFACING	AI ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNT	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1451

7a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. R. CHANDLER DIVISION ENGINEER

May 26, 1933

Mr. Julius Johnson,
4166 N. E. 42nd [illegible],
Portland, Oregon.

Dear Sir:

Please be advised that we have received a letter from the United States Fidelity & Guaranty Company, surety on your bond furnished in connection with your contract No. 1451, bridge over overflow channel of Pudding River in Marion County, consenting to the time limit on this contract being extended to June 30th, 1933.

Will you kindly forward your formal application for this proposed extension of time to this office to accompany the consent of surety so that the matter can be presented to the Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

J. McF.

FORM 2-B-1 7573 500 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Aurora Section

1-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 16, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

I am enclosing herewith a map showing the proposed widening of our present contracted twenty-foot concrete pavement to a forty-foot width through the business district of Aurora, together with a preliminary estimate of the additional cost for this width based on the present contract prices.

Yours very truly,

WM. E. CHANDLER
Division Engineer

VC'N:ZR

cc Mr. F. D. Eason

REFERRED TO
Chandler
By State Highway Engineer

With regard to Aurora situation also give me estimate of cost for graveling full width of street in lieu of 40' conc. pavement but including 20' conc. pav.

Mr. Colbach.
Present plans call for 20' pavement and 40 gravel surface, as attached

te Pavement and Gravel

of Aurora

May 16, 1933.

Stations 215+00 - 225+00

q.yds.	1.60	$ 3,680.00
in.ft.	0.25	42.50
in.ft.	0.04	52.00
nly	0.25	30.00
bs.	0.05	44.00
u.yds.	1.25	625.00
u.yds.	1.25	92.50
t		$ 4,566.00

Present Contracted Cost of Concrete Pavement and Gravel
Thru Business District of Aurora

May 16, 1935.

20' Concrete Pavement

2- 20' Gravel Shoulders — Stations 215+00 - 225+00

- - -

Portland Cement Concrete Pavement	2300 sq.yds.	1.60	$ 3,680.00
Expansion Joints	170 lin.ft.	0.25	42.50
Contraction Joints	1300 lin.ft.	0.04	52.00
Dowels	120 only	0.25	30.00
Tie Bars	880 lbs.	0.05	44.00
Screened Gravel in Shoulders	500 cu.yds.	1.25	625.00
Crushed " " "	370 cu.yds.	1.25	92.50
Cost of Present Contracted Improvement			$ 4,566.00

1-a

Preliminary Estimate of Cost to Widen

Present Contracted 20' Concrete Pavement to

40' Concrete Pavement thru Aurora

Business District

- - - -

May 15, 1933.

Sta. 215+00 to Sta. 225+00

Two 10' Strips Concrete Pavement.

Portland Cement Concrete Pavement	2300 sq.yds.	1.60	$ 3,680.00
Expansion Joints	170 lin.ft.	0.25	42.50
Contraction Joints	1300 lin.ft.	0.04	52.00
Dowels	120 only	0.25	30.00
Tie Bars	1750 lbs.	0.05	87.50
			$ 3,892.00
Elimination of 10' Crushed Gravel Shoulders	50 cu.yds.	1.25	62.50
Net Estimated Cost Additional Paving			$ 3,829.50

Portland 104 10m 11-14-32

#1414

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

7a

March 22nd, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #39-12-1025-32 - Theo. Arenz

The above bond covers contract for grade widening and gravel shoulder construction of the Aurora-Woodburn Section of the Pacific Highway in Marion County, Oregon.

We enclose herewith our form inquiry which we ask that you kindly complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your attention to this matter, we remain,

Yours very truly,

C O Price

DW-

Manager.

Pd. Feb. 15 - $44,021.33
Rtd $3,586.99 F. acct $1,328.22
82% on Mar. 15, 1933
Apr. 15 -

FORM 2-S-1 1M 4961 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

1-1

February 5, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers,
Office.

Dear Sir:

Herewith a letter from Mr. Young, resident engineer on the State Highway work through Aurora, and also a copy of a letter from Theodore Arens, the contractor on this work.

Our contract states that all buildings through Aurora were to be moved off of the right of way by January 31st. The contractor is now giving us a written statement that he is ready to do the work and is being held up.

I recommend that this matter be given attention at once and have all buildings moved as the contractor may bill us for damages.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

Enclosures
WEC:ZR

cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. F. D. Eason

2-6-33

REFERRED TO
De [illegible]
By State Highway Engineer

Please advise [illegible] conversation
as far [illegible]
of [illegible].

[illegible]

NOTED
J.W.D

TT, CHAIRMAN, PORTLAND
. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COPY

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

COPY

IN REPLY PLEASE
REFER TO FILE NO.

February 2, 1933.
Oregon City, Oregon.

Mr. W. E. Chandler,
Division Engineer
State Highway Department,
Salem, Oregon.

Dear Sir:

Under the terms of Theodore Arenz contract #1436 he was allowed to start grading work in the town of Aurora on January 1st.

Under date of February 1st. he advised me that he now wishes to do this work, but is prohibited owing to the fact that three ownerships have not yet been acquired. These are the Odd Fellows property, the Zigler warehouse and a dwelling south of Main Street.

If you will take this matter up with the right of way department and point out the necessity for prompt action it will be appreciated.

Yours truly,

(Sgd) F. T. Young

Resident Engineer.

COPY COPY

516 Guaranty Building,
Portland, Oregon
February 2, 1933.

Mr. Frank T. Young,
Resident Engineer
Oregon City, Oregon.

In re: Contract #1436, Molalla River-Aurora Section, Pacific Highway, Marion and Clackamas Counties.

Dear Sir:

In compliance with a provision in the contract requiring the contractor to immediately notify the State of any time extention that may be necessary because of any delay chargeable to the State, please be advised that some of the buildings on the new right-of-way through the town of Aurora are still to be moved. The contractor has several times mentioned this matter and has also taken it up verbally with the State's right-of-way man. Operations in the town of Aurora have been delayed and interfered with because of the failure of the owners of property or the State in moving the buildings mentioned and acquiring the right-of-way. The contractor has done all the clearing in Aurora ordered by you some time ago to permit the removal of the buildings. It was my understanding that all the right-of-way acquisitions would be completed and buildings moved by January 1, 1933 so that the contractor would be free to carry on his operations after that time.

Thanking you for any special attention you may give this matter so as to speed up the work, I remain

Very truly yours,

(Sgd) Theodore Arenz

TA:H

Copy sent to Mr. W. E. Chandler
Division Engineer
Salem, Oregon.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7-a

Woodburn, Oregon.
January 27th 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon.

Dear Sir:-

Referring to your letter of January 24th regarding Price Agreements made with Meyers Contract Company and Theo.Arenz for salvaging side drain pipe even tho broken.

Your understanding as set forth in the first paragraph of your letter does not quite cover the actual condition met. In addition to the decomposed (or softened) condition of the pipe it was found that much of the clay tile was cracked on top and cracks sometimes extending down to near the bottom of the pipe.When uncovered and attempt made to take it up and clean,in order to relay it,it could not be removed except in pieces. My first thought was that there might be carlessness in excavating thus breaking the pipe. After continued examination of the pieces being removed we came to the conclusion the the cracked condition of the tile (making it unsuitable for relaying) was not the fault of the contractors crews.

The question did arise in the field as to continuing the taking up of the side drain pipe. My reasons for continuing the work are mainly as follows:

1. The tile pipe located from 15 to 21 feet from center line should not,in my estimation,be left in place as alternate wet and dry condition of (dead)tile and soil would make for ultimate failure in tile with resulting surface trench depression. In wet weather the dead tile would no doubt fill with water. In my estimation,water should not be confined within the roadbed section .

2. By uncovering the tile and attempting to remove and clean it for relaying we are in a position to say that it was broken and unusable and required new pipe. In the final records (or possibly sooner) when it was evident that about four times as much new pipe (as on Meyers contract) had been laid than the plans called for with a corresponding reduction in efforts to take up old tile,it is evident that the required use of new pipe is based on indisputable facts (in addition to 1.above) rather than on the assumption that all of the tile or pipe is broken as might be evidenced by few or many test pits,a test pit shows only the condition of the pipe therein.

The location of the old side drains,as noted in 1. above were, as you will no doubt recall from observation of the old side ditch location ,so close to the pavement and at such a depth(being located at maximum depth of fill of new section) that it would require other equipment than is allowed to be used on "turnpike section" in order to have handled with the yardage and would in addition have necessitated a corresponding increase in yardage.

Another thing considered in the field was the inconveniencing of property owners,garages,service stations,fruit stands,drive approaches etc. due to a badly messed up condition fronting their places that would have resulted had any other method been used than hand labor or power shovel trenching. Power shovel not considered as it was not within the Special Provisions covering these jobs.

Very truly yours,

Jno H Neef

Jno.H.Neef,
Resident Construction Engineer.

JHN/N
cc
H.G.Smith
W.E.Chandler.

7-a

January 13, 1933

Mr. Julius Johnson
4108 N. E. 42nd Ave.
Portland, Oregon

Dear Sir:

We are sending you under separate cover an executed copy of the contract that was recently awarded to you for the construction of a bridge over Pudding River Overflow on the Pacific Highway in Marion County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

PR 7-A

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway, is routed through the City of Aurora, Marion County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: From the westerly end of the present bridge over the Pudding River southwesterly and diagonally across Blocks 5,4,3 and 2 of the plat of Aurora, Block 2 of Kraus' subdivision and Blocks 1 and 7 of Snyder's addition to the Town of Aurora.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Aurora will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Aurora, Marion County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of **Aurora**, County, Oregon, this 9th day of January 1933.

Attest:

J G Wurster
Mayor.

Geo W Fry
City Recorder.

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of **Aurora**, **Marion** County, Oregon, on the 9th day of January 1933 at the regular meeting of said Common Council.

Dated this 9th day of January, 1933.

Geo W Fry
City Recorder.

November 7, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Aurora Unit of the Aurora-Brooks Section, Project E-7-A. Five bid proposals and five sets of blueprint plans for this work are being sent under separate cover.

We are likewise sending five blueprint copies of the title sheet to cover all the revised plans for Project No. 7-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Construction
Project E-7-A

AURORA - BROOKS SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany regrading and paving plans for Aurora Unit. Not as basis for project agreement.)

Salem, Oregon, November 7, 1932.

STATEMENT OF COMPLETED WORK

Statement of completed work to be supplied upon payment of final voucher.

EMERGENCY WORK - ROADWAY

Type I. Regrading
Woodburn-Brooks Unit (Sta. 40+00 to Sta. 900+00) (Contract Prices)

All Required		Clearing and Grubbing		$ 900.00
65,000	cu. yds.	Excavation, Single Classification	$ 0.28	18,200.00
8,000	" "	Special Borrow	0.50	4,000.00
10,000	yd. sta.	Overhaul	0.03	300.00
22,000	yd. mi.	Truck Haul	0.12	2,640.00
60	cu. yds.	Class "C" Concrete	20.00	1,200.00
10,000	" "	Gravel Shoulders	1.50	15,000.00
1,100	" "	Filler	0.50	550.00
3,000	yd. mi.	Hauling Filler	0.12	360.00
3,000	lin. ft.	Salvaging Drain Pipe	0.40	1,200.00
30	" "	8" Concrete Pipe	0.50	15.00
1,750	" "	12" " "	0.80	1,400.00
200	" "	15" " "	1.10	220.00
760	" "	18" " "	1.65	1,254.00
130	" "	30" " "	3.75	487.50
20	" "	42" " "	6.00	120.00
20	" "	48" " "	8.00	160.00
20	" "	42" Corr. Galv. Iron Pipe	5.00	100.00
20	" "	48" " " " "	6.00	120.00
				$ 47,826.50

Aurora - Woodburn (Sta 900+00 to sta 1168+00) (Contract prices)

AURORA-WOODBURN UNIT
Regrading (Sta. 900+00 to Sta. 1168+00)

All Required		Clearing and Grubbing	$ - -	$ 1,000.00
35,000	cu. yds.	Excavation, Single Classification	0.38	13,300.00
3,000	" "	Special Borrow	0.48	1,440.00
5,000	yd. sta.	Overhaul	0.05	250.00
7,000	yd. mi.	Truck Haul	0.15	1,050.00

Ⓐ

10	cu. yds.	Class "C" Concrete	$ 25.00	$ 250.00
5,500	" "	Gravel Shoulders	1.45	7,975.00
600	" "	Filler	0.40	240.00
1,100	yds. mi.	Hauling Filler	0.15	165.00
4,500	lin. ft.	Salvaging Drain Pipe	0.40	1,800.00
400	" "	12" Concrete Tile	0.80	320.00
2,200	" "	15" Concrete Tile	1.00	2,200.00
340	" "	18" Concrete Pipe	2.00	680.00
90	" "	12" Concrete Pipe	1.00	90.00
350	" "	15" Concrete Pipe	1.10	385.00
				$ 31,105.00
		Sub-total		$ 78,931.50
		10% Engr. & Cont.		7,893.15
		Total, Type I		$ 86,824.65

(A)

**Type II. Regrading and Paving (~~Estimated Prices~~) (Contract Prices)
Aurora Unit, Original Project (Sta. 1168+00 to Sta. 1175+06.7 = 248+40.3 to Sta. 21+04)**

All Required		Clearing and Grubbing		$ 425.00
6,800	cu. yds.	Excavation, Single Classification	0.30	2,040.00
2,200	yd. sta.	Overhaul	0.03	66.00
34,200	yd. mi.	Truck Haul	0.15	5,130.00
5	cu. yds.	Class "G" Concrete	20.00	100.00
400	lin. ft.	12-inch Corr. Iron Pipe	1.00	400.00
100	" "	18-inch Concrete Pipe	2.00	200.00
1,100	sq. yds.	Removal of Old Bit. Conc. Pavement	0.30	330.00
8,400	" "	Portland Cement Concrete Pavement	1.80	15,120.00
660	lin. ft.	Expansion Joints	0.25	165.00
4,600	" "	Contraction Joints	0.05	230.00
440	only	Dowels	0.25	110.00
14,800	lbs.	Tie Bars and Reinforcement	0.05	740.00
950	cu. yds.	Screened Gravel in Surfacing	1.20	1,140.00
730	" "	Crushed Gravel in Surfacing	1.50	1,095.00
1,300	" "	Screened Gravel in Shoulders	1.20	1,560.00
950	" "	Crushed Gravel in Shoulders	1.50	1,425.00
300	" "	Filler	0.50	150.00
500	yd. mi.	Hauling Filler	0.15	75.00
		Sub-total		$ 30,501.00
		10% Engr. & Cont.		3,050.10
		Total, Type II (Original Project)		$ 33,551.10

Aurora Unit, Extension (Sta. 214+04 to Sta. 206+05)

All Required		Clearing and Grubbing		$ 75.00
1,200	cu. yds.	Excavation, Single Classification	$ 0.30	360.00
2,800	yd. mi.	Truck Haul	0.15	420.00
700	sq. yds.	Removal of Old Bit. Conc. Pavmt.	0.30	210.00
1,600	sq. yds.	Portland Cement Conc. Pavement	1.80	2,880.00
100	lin. ft.	Expansion Joints	0.25	25.00
800	" "	Contraction Joints	0.05	40.00
100	Only	Dowels	0.25	25.00
1,400	lbs.	Tie Bars and Reinforcement	0.05	70.00
150	cu. yds.	Screened Gravel in Shoulders	1.20	180.00
100	" "	Crushed Gravel in Shoulders	1.50	150.00
30	" "	Filler	0.50	15.00
40	yd. mi.	Hauling Filler	0.15	6.00
			Sub-total	$ 4,456.00
			10% Engr. & Cont.	445.60
		Total, Type II (Extension)		$ 4,901.60

LENGTHS

Type I Roadway,	- Woodburn-Brooks Unit	9.392 miles
	- Aurora-Woodburn Unit	5.075 "
	Total length, Type I Rdwy.	14.467 miles
Type II Roadway	- Aurora Unit (Original Proj)	0.785 "
	- " " (Extension)	0.137 "
	Total length, Type II Rdwy.	0.922 miles
	1 Bridge 75.6 ft.	0.014 "
	Total length of Project	15.403 miles

B

Cost per mile, Roadwork

Type I, Roadway	$ 6,001.56
Type I, (Orig. Proj.)	$42,740.25
(Extension)	$35,778.10

FUNDS REQUESTED

Item	Total Cost	Federal Aid	Emerg. Constr. Funds
Type I, Roadway	$ 86,824.65	$ 26,047.39 (30%)	$ 60,777.26
Type II, Roadway			
Original Project	33,551.10	10,065.33	23,485.77
Extension	4,901.60	1,470.48	3,431.12
Totals, Roadway	$125,277.35	$ 37,583.20	$ 87,694.15

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OR 7a

OREGON STATE HIGHWAY COMMISSION
SALEM

October 22, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

Attached please find a letter concerning a fire on the Pacific Highway and a bill from the Woodburn Fire Department for the amount of $25.00 for services in putting out this fire.

This was apparently caused by the contractor. Will you kindly investigate and take appropriate action to relieve us of the responsibility of paying this bill.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS

CC TO

R. H. Baldock ✓

NOTED
State Highway Engineer

September 21, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans for the regrading of the Aurora-Woodburn Unit of the Aurora-Brooks Section, Project E-7A. Five bid proposals and two sets of blueprint plans, covering this work, are being sent under separate cover. The additional blueprint plans required will be mailed to you tomorrow.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-7 A.

AURORA-BROOKS SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate accompanying regrading plans. Not as basis for project agreement.)

Salem, Oregon, September 21, 1938.

Statement of Completed Work

Summary of completed work to be supplied on payment of final voucher.

EMERGENCY WORK - ROADWAY

WOODBURN-BROOKS UNIT
Regrading (Sta. 404+00 to Sta. 900+00 (Contract Prices)

All Required		Clearing and Grubbing		$ 500.00
65,000	cu. yds.	Excavation, Single Classification	$0.28	18,200.00
8,000	" "	Special Borrow	0.50	4,000.00
10,000	yd. sta.	Overhaul	0.03	300.00
22,000	yd. mi.	Truck Haul	0.12	2,640.00
60	cu. yds.	Class "A" Concrete	20.00	1,200.00
10,000	" "	Gravel Shoulders	1.50	15,000.00
1,100	" "	Filler	0.50	550.00
3,000	yd. mi.	Hauling Filler	0.12	360.00
3,000	lin. ft.	Salvaging Drain Pipe	0.40	1,200.00
30	" "	8" Concrete Pipe	0.50	15.00
1,750	" "	12" " "	0.80	1,400.00
200	" "	15" " "	1.10	220.00
760	" "	18" " "	1.65	1,254.00
130	" "	30" " "	3.75	487.50
20	" "	42" " "	6.00	120.00
20	" "	48" " "	8.00	160.00
20	" "	42" Corr. Galv. Iron Pipe	5.00	100.00
20	" "	48" " " " "	6.00	120.00
				$47,826.50

(A)

AURORA-WOODBURN UNIT
Regrading (Sta. 900+0[illegible] Sta. 1168+00 (Estimated Prices)

All Required		Clearing and Grubbing		$ 800.00
35,000	cu. yds.	Excavation, Single Classification	0.30	10,500.00
3,000	" "	Special Borrow	0.50	1,500.00
5,000	yd. sta.	Overhaul	0.03	150.00
7,000	yd. mi.	Truck Haul	0.12	840.00

10	cu. yds.	Class "C" Concrete	20.00	$ 200.00
5,500	" "	Gravel Shoulders	1.50	8,250.00
600	" "	Filler	0.50	300.00
1,100	yd. mi.	Hauling Filler	0.15	165.00
4,500	lin. ft.	Salvaging Drain Pipe	0.40	1,800.00
400	" "	12-inch Concrete Tile	0.70	280.00
2,200	" "	15-inch Concrete Tile	1.00	2,200.00
340	" "	18-inch Concrete Culvert Pipe (Ext.)	2.00	680.00
50	" "	12-inch Culvert Pipe	1.00	50.00
350	" "	15-inch Culvert Pipe	1.25	437.50
				$28,152.50
		Sub-total, All work		$75,979.00
		10% Engr. & Cont.		7,597.90
		Total, All work		$83,576.90

Length (Woodburn-Brooks Unit) 9.392 miles

(Aurora-Woodburn Unit) 5.075 miles

Total Length........... 14.467 miles

Cost per mile.......... $5,777.07

Regular Federal Aid Requested.......$25,073.07 (30%)

Emergency Construction Funds

Requested........................ 58,503.83

$ 83,576.90

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. #7

POST OFFICE BUILDING
PORTLAND, OREGON

PWA

September 11, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to correspondence relative to final vouchers for Oregon Emergency Construction Highway projects Nos. E-7, E-53 and E-132-E, and particularly to our letter of August 16, 1934, relative to overruns and underruns.

It is very desirable that these final vouchers be forwarded for payment, and it is again requested that this information be submitted at an early date.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

REFERRED TO
Parsons
By State Highway Engineer

See me re this

#7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

PRA

August 16, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. Nash

Reference is made to your letter of June 26, 1934.

The final vouchers for Emergency Construction Projects Nos. E-7, E-53 and E-132-E are being held in this office, pending receipt of explanations for overruns and underruns. We will appreciate your submitting these explanations as soon as possible.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Em.

December 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Aurora-Brooks Section, Project No. E-7.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Estimate has been corrected
in accordance with letter of 12-27-33
Jim

Oregon State Highway Department

Emergency Construction
Highway Project N. E-7

AURORA-BROOKS SECTION OF THE
PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, December 14, 19[illegible]

Statement of completed work;

Statement of completed work will be supplied upon payment of final voucher.

TYPE I ROADWAY - ASPHALTIC CONCRETE PAVEMENT

ORIGINAL PROJECT (STA. 970+00 to 1168+00)

Regrading, Woodburn-Brooks Unit (Sta. 404+00 to Sta. 900+00) (Contract #1[illegible])

All Required		Clearing and Grubbing		$ 500.00
45,000	cu. yds.	Excavation, Single Classification	$ 0.[illegible]	18,[illegible].00
8,000	" "	Special Borrow	0.50	4,000.00
10,000	yd. sta.	Overhaul	0.05	500.00
22,000	yd. mi.	Truck Haul	0.12	2,640.00
60	cu. yds.	Class "C" Concrete	25.00	1,500.00
10,000	" "	Gravel Shoulders	1.50	15,000.00
1,100	" "	Filler	0.50	550.00
[illegible]	yd. mi.	Hauling Filler	0.1[illegible]	[illegible]
3,000	lin. ft.	Salvaging Drain Pipe	0.40	1,200.00
30	" "	8" Concrete Pipe	0.50	15.00
1,750	" "	12" " "	0.80	1,400.00
250	" "	15" " "	1.10	275.00
750	" "	18" " "	1.65	1,[illegible]
130	" "	30" " "	3.75	487.50
30	" "	42" " "	6.00	180.00
20	" "	48" " "	8.00	160.00
20	" "	42" Corr. Galv. Iron Pipe	5.00	100.00
20	" "	48" " " " "	6.00	120.00
				$ 47,[illegible].00

Regrading, Aurora-Woodburn Unit (Sta. 900+00 to Sta. 1168+00) (Contract #1414)

All Required		Clearing and Grubbing		$ 1,000.00
38,000	cu. yds.	Excavation, Single Classification	$ 0.35	13,300.00
3,000	" "	Special Borrow	0.48	1,440.00
5,000	yd. sta.	Overhaul	0.05	250.00
7,000	Yd. Mi.	Truck Haul	0.15	1,050.00
10	cu. yds.	Class "C" Concrete	25.00	250.00

5,500	cu. yds.	Gravel Shoulders	$ 1.45	$ 7,975.00
600	" "	Filler	0.40	240.00
1,100	yd. mi.	Hauling Filler	0.15	165.00
4,500	lin. ft.	Salvaging Drain Pipe	0.40	1,800.00
400	" "	12" Concrete Tile	0.90	360.00
2,200	" "	15" " "	1.00	2,200.00
300	" "	18" Concrete Pipe	2.00	600.00
40	" "	12" " "	1.00	40.00
150	" "	15" " "	1.10	165.00
				$ 21,165.00

Paving Project "C" (Sta. 370+00 to 377+00) (Contract #1482)

All Required		Clearing and Grubbing		$ 700.00
13,400	cu. yds.	Excavation, Single Classification	$ 0.40	5,360.00
6,000	" "	Earth Borrow	0.40	2,400.00
15,800	yd. sta.	Overhaul	0.03	474.00
5,500	yd. mi.	Truck Haul	0.15	825.00
11,500	cu. yds.	Gravel Borrow	1.50	17,250.00
40	lin. ft.	8" Concrete Tile	0.60	24.00
320	" "	12" " "	1.00	320.00
360	" "	15" " "	1.50	540.00
150	" "	24" " "	2.50	375.00
6	" "	12" Concrete Pipe	1.50	9.00
700	" "	Salvaging Drain Tile	0.75	525.00
5	cu. yds.	Class "C" Concrete	25.00	125.00
32	only	Mail Box Posts	1.75	56.00
4,000	sq. yds.	Removal of Old Pavement	0.40	1,600.00
6,300	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.90	11,970.00
480	" "	3/4" - 0" Screenings	1.90	912.00
750	" "	Filler	0.50	375.00
3,700	yd. mi.	Filler Haul	0.15	555.00
5,830	tons	Class "A" Asphaltic Concrete	4.80	27,984.00
5,260	"	" "C" " "	4.60	24,196.00
4,450	"	" "B" " "	4.90	21,805.00
72,000	sq. yds.	Surface Finish Coat	0.05	3,600.00
				$ 121,980.00

Paving Project "D" (Sta. 377+00 to Sta. 379+00) (Contract #1482)

All Required		Clearing and Grubbing		$ 100.00
500	cu. yds.	Excavation, Single Classification	$ 0.50	250.00
1,000	yd. sta.	Overhaul	0.03	30.00
10,000	cu. yds.	Gravel Borrow	1.60	16,000.00
1,400	lin. ft.	12" Concrete Tile	1.00	1,400.00
15	" "	15" " "	1.50	22.50
65	only	Mail Box Posts	1.75	113.75

1,650	sq. yds.	Removal of Old Pavement	$ 0.40	$ 660.00
6,000	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.80	10,800.00
850	" "	3/4" - 0" Crushed Gravel Screenings	1.90	1,615.00
650	" "	Filler	0.50	325.00
3,300	yd. mi.	Filler Haul	0.15	495.00
5,600	tons	Class "A" Asphaltic Concrete	4.80	26,880.00
3,600	"	" "B" " "	4.55	16,380.00
5,600	"	" "C" " "	4.95	27,720.00
67,000	sq. yds.	Surface Finish Coat	0.05	3,350.00
				$ 106,191.25

Paving Project "A" (Sta. 970+00 to 1168+00) (Contract #1482)

All Required		Clearing and Grubbing		$ 595.45
550	cu. yds.	Excavation, Single Classification	$ 0.40	220.00
3,300	yd. sta.	Overhaul	0.03	99.00
200	yd. mi.	Truck Haul	0.13	26.00
9,900	cu. yds.	Gravel Borrow	1.40	13,860.00
35	only	Mail Box Posts	1.50	52.50
1,500	sq. yds.	Removal of Old Pavement	0.40	600.00
4,000	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.90	7,600.00
480	" "	3/4" - 0" Crushed Gravel Screenings	2.00	960.00
570	" "	Filler	0.40	228.00
2,500	yd. mi.	Filler Haul	0.15	375.00
3,860	tons	Class "A" Asphaltic Concrete	4.97	19,184.20
3,050	"	" "B" " "	4.80	14,640.00
3,450	"	" "C" " "	5.00	17,250.00
47,500	sq. yds.	Surface Finish Coat	0.05	2,375.00
				$ 78,065.15
		Sub-total		$ 385,190.90
		10% Engr. & Cont.		38,519.09
		Total, Type I (orig. proj.)		$ 423,709.99

EXTENSION TO ORIGINAL PROJECT (STA. 210+97 to STA. 206+05)

Regrading (Contract #1456)

All Required		Clearing and Grubbing		$ 25.00
1,400	yd. mi.	Truck Haul	$ 0.11	154.00
50	cu. yds.	Screened Gravel in Surfacing	1.15	57.50
40	" "	Crushed Gravel in Surfacing	1.15	46.00
100	" "	Screened Gravel in Shoulders	1.25	125.00
80	" "	Crushed Gravel in Shoulders	1.25	100.00

20	cu. yds.	Filler	$ 0.30	$ 6.00
25	yd. mi.	Hauling Filler	0.11	2.75
				$ 304.20

Paving Project "A" (Contract #1483)

200	cu. yds.	Gravel Borrow	$ 1.40	$ 280.00
50	" "	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.90	95.00
20	" "	3/4" - 0" Crushed Gravel Screenings	2.00	40.00
120	tons	Class "A" Asphaltic Concrete	4.97	596.40
160	"	" "C" " "	4.80	768.00
50	"	" "E" " "	5.00	250.00
1,200	sq. yds.	Surface Finish Coat	0.06	72.00
				$ 2,101.40

Sub-total	$ 2,628.60
10% Engr. & Cont.	262.86
Total, Type I (Extension)	$ 2,891.46

TYPE II PORTLAND CEMENT CONCRETE PAVEMENT

ORIGINAL PROJECT (STA. 1168+00 to STA. 1175+05.7=848+40.3 to STA. 214+04)

Regrading and Paving (Contract #1438)

All Required		Clearing and Grubbing		$ 270.00
6,800	cu. yds.	Excavation, Single Classification	$ 0.24	1,632.00
2,200	yd. sta.	Overhaul	0.02	44.00
25,200	yd. mi.	Truck Haul	0.11	2,772.00
5	cu. yds.	Class "B" Concrete	32.00	160.00
400	lin. ft.	12" Corr. Iron Pipe	1.10	440.00
100	" "	18" Concrete Pipe	2.00	200.00
1,600	sq. yds.	Removal of Old Bit. Conc. Pavement	0.30	480.00
9,450	sq. yds.	Portland Cement Concrete Pavement	1.60	15,120.00
710	lin. ft.	Expansion Joints	0.25	177.50
8,125	" "	Contraction Joints	0.04	325.00
510	only	Dowels	0.25	127.50
15,400	lbs.	Tie Bars and Reinforcement	0.05	770.00
820	cu. yds.	Screened Gravel in Surfacing	1.15	943.00
620	" "	Crushed Gravel in Surfacing	1.15	713.00
1,300	" "	Screened Gravel in Shoulders	1.25	1,625.00
930	" "	Crushed Gravel in Shoulders	1.25	1,162.50
300	" "	Filler	0.30	90.00
500	yd. mi.	Hauling Filler	0.11	55.00
				$ 27,834.73

Paving Street Connections with Asphaltic Concrete - Paving Project "A" (Contract #1488)

90	tons	Class "A" Asphaltic Concrete	$ 4.97	$ 447.30
220	"	" "C" " "	4.80	1,056.00
1,100	sq. yds.	Surface Finish Coat	0.05	55.00
				$ 1,558.30
		Sub-total		$ 29,458.00
		10% Engr. & Cont.		2,945.80
		Total, Type II (Orig.Proj.)		$ 32,403.80

EXTENSION TO ORIGINAL PROJECT (STA. 214+04 to STA. 211+72.6)

Regrading and Paving (Contract #1456)

All Required		Clearing and Grubbing		$ 15.00
1,200	cu. yds.	Excavation, Single Classification	$ 0.24	288.00
1,400	yd. mi.	Truck Haul	0.11	154.00
550	sq. yds.	Portland Cement Concrete Pavement	1.60	880.00
50	lin. ft.	Expansion Joints	0.25	12.50
275	" "	Contraction Joints	0.04	11.00
30	only	Dowels	0.25	7.50
800	lbs.	Tie Bars and Reinforcement	0.05	40.00
60	cu. yds.	Screened Gravel in Surfacing	1.15	69.00
70	" "	Crushed Gravel in Surfacing	1.15	80.50
50	" "	Screened Gravel in Shoulders	1.25	62.50
40	" "	Crushed Gravel in Shoulders	1.25	50.00
10	" "	Filler	0.30	3.00
15	yd. mi.	Hauling Filler	0.11	1.65
				$ 1,690.15

Paving Street Connections with Asphaltic Concrete:- Paving Project "A" (Contract #1488)

200	cu. yds.	Gravel Borrow	$ 1.40	$ 280.00
30	lin. ft.	12" Concrete Pipe	1.25	37.50
50	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.90	95.00
20	" "	3/4" - 0" Crushed Gravel Screenings	2.00	40.00
50	tons	Class "A" Asphaltic Concrete	4.97	248.50
120	"	" "C" " "	4.80	576.00
600	sq. yds.	Surface Finish Coat	0.05	30.00
				$ 1,307.00

Sub-total	$ 5,008.19
10% Engr. & Cont.	500.81
Total, Type II (Extension)	$ 5,508.75

PUDDING RIVER OVERFLOW BRIDGE

160	cu. yds.	Excavation	$ 1.05	$ 168.00
32	" "	Excavation below plane	1.75	56.00
1,000	lin. ft.	Foundation Piling	0.375	375.00
125	cu. yds.	Class "A" Concrete	11.20	1,400.00
60	" "	" "D" "	13.46	807.60
22,000	lbs.	Metal Reinforcement	0.06	1,320.00
170	lin. ft.	Concrete Handrail	2.60	442.00
All Required		Raise Old Bridge and Maint. Traffic		495.50
		Sub-total		$ 5,064.10
		10% Engr. & Cont.		506.41
		Total		$ 5,570.51

LENGTHS

Type I Roadway - Original Project (370+00 to 1168+00) 15.110 miles
- Extension ([illegible] to 213+97) [illegible]

Total length, Type I Roadway 15.223 miles

Type II Roadway - Original Project (1168+00 to 214+04) 0.785
- Extension (214+04 to 211+72.6) 0.044

Total length, Type II Roadway 0.829 miles

1 Bridge 75.6 ft. 0.014 miles

Total length of Projects 16.066 miles

Cost per mile, Roadwork:

	28 041.69
Type I Roadway, Orig. Proj.	$ 27,960.08
Extension	31,091.92
Type II Roadway, Orig. Proj.	$ 41,271.82
Extension	75,129.34

SUMMARY OF FUNDS REQUESTED

	Total Cost	Regular Fed. Aid Funds		Emerg. Constr. Hwy. Funds	State Funds
Asphaltic Concrete Pavement (Type I Roadway)					
Original Project	$ 423,709.99	$ 188,365.41		$ 172,970.16	$ 62,374.42
Extension	2,891.54	1,285.47		1,180.41	425.66
Total, Type I Rdwy.	$ 426,601.53	$ 189,650.88	(44.456+%)	$ 174,150.57	$ 62,800.08
Portland Cement Concrete Pavement (Type II Roadway)					
Original Project	$ 32,398.38	$ 14,403.09		$ 13,225.91	$ 4,769.38
Extension	3,305.70	1,469.59		1,349.48	486.63
Totals, Type II Rdwy.	$ 35,704.08	$ 15,872.68	(44.456+%)	$ 14,575.39	$ 5,256.01
Totals, Roadway	$ 462,305.61	$ 205,523.56		$ 188,725.96	$ 68,056.09
1 Bridge	$ 5,570.51	$ 2,476.44	(44.456+%)	$ 2,274.04	$ 820.03
Grand Total	$ 467,876.12	$ 208,000.00	(44.456+%)	$ 191,000.00	$ 68,876.12

Oregon State Highway Department

Emergency Construction
Highway Project No. [illegible]

AURORA-BROOKS SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate accompanying Specifications. Not as basis for modified agreement).

Salem, Oregon, July 7, 1933.

Statement of Completed Work:

Statement of completed work to be submitted upon payment of final voucher.

TYPE I ROADWAY,-ASPHALTIC CONCRETE PAVEMENT

ORIGINAL PROJECT (STA. [illegible] to 1168+00)

Regrading, Woodburn-Brooks Unit (Sta. 404+00 to Sta. 900+00) (Contract #[illegible])

All Required		Clearing and Grubbing		$ 500.00
65,000	cu. yds.	Excavation, Single Classification	$ 0.28	18,200.00
8,000	cu. yds.	Special Borrow	0.50	4,000.00
10,000	yd. sta.	Overhaul	0.03	300.00
22,000	yd. mi.	Truck Haul	0.12	2,640.00
60	cu. yds.	Class "C" Concrete	20.00	1,200.00
10,000	cu. yds.	Gravel Shoulders	1.50	15,000.00
1,100	cu. yds.	Filler	0.50	550.00
3,000	yd. mi.	Hauling Filler	0.12	360.00
3,000	lin. ft.	Salvaging Drain Pipe	0.40	1,200.00
30	lin. ft.	8" Concrete Pipe	0.50	15.00
1,750	lin. ft.	12" Concrete Pipe	0.80	1,400.00
200	lin. ft.	15" Concrete Pipe	1.10	220.00
760	lin. ft.	18" Concrete Pipe	1.65	1,254.00
130	lin. ft.	30" Concrete Pipe	3.75	487.50
20	lin. ft.	42" Concrete Pipe	6.00	120.00
20	lin. ft.	48" Concrete Pipe	8.00	160.00
20	lin. ft.	42" Corr. Galv. Iron Pipe	5.00	100.00
20	lin. ft.	48" Corr. Galv. Iron Pipe	6.00	120.00
				$ 47,826.50

Regrading, Aurora-Woodburn Unit (Sta. 900+00 to Sta. 1168+00) (Contract #[illegible])

All Required		Clearing and Grubbing		$ 1,000.00
35,000	cu. yds.	Excavation, Single Classification	$ 0.38	13,300.00
3,000	cu. yds.	Special Borrow	0.48	1,440.00
5,000	yd. sta.	Overhaul	0.05	250.00
7,000	yd. mi.	Truck Haul	0.15	1,050.00
10	cu. yds.	Class "C" Concrete	25.00	250.00

A

A

5,500	cu. yds.	Gravel Shoulders	$ 1.45	$ 7,975.00
600	cu. yds.	Filler	0.40	240.00
1,100	yd. mi.	Hauling Filler	0.15	165.00
4,500	lin. ft.	Salvaging Drain Pipe	0.40	1,800.00
400	lin. ft.	12" Concrete Tile	0.80	[illegible]
2,800	lin. ft.	15" Concrete Tile	1.00	2,800.00
340	lin. ft.	18" Concrete Pipe	2.00	680.00
90	lin. ft.	12" Concrete Pipe	1.00	90.00
350	lin. ft.	15" Concrete Pipe	1.10	385.00
				$ 31,185.00

Paving Project "C" (Sta. 370+00 to 677+00) (Estimated Prices)

All Required		Clearing and Grubbing		$ 5.00
13,400	cu. yds.	Excavation, Single Classification	$ 0.40	5,360.00
6,000	cu. yds.	Earth Borrow	0.35	2,100.00
15,800	yd. sta.	Overhaul	0.02	316.00
5,500	yd. mi.	Truck Haul	0.12	660.00
11,500	cu. yds.	Gravel Borrow	1.60	18,400.00
40	lin. ft.	6" Concrete Tile	0.60	24.00
385	lin. ft.	12" Concrete Tile	1.00	385.00
600	lin. ft.	18" Concrete Tile	1.60	960.00
150	lin. ft.	24" Concrete Tile	2.50	375.00
6	lin. ft.	12" Concrete Pipe	1.00	6.00
700	lin. ft.	Salvaging Drain Tile	0.40	280.00
5	cu. yds.	Class "C" Concrete	20.00	100.00
32	only	Mail Box Posts	1.20	38.40
4,000	sq. yds.	Removal of Old Pavement	0.30	1,200.00
6,300	cu. yds.	Crushed Gravel, Sub-base, Shoulders, Surfacing	2.50	15,750.00
480	cu. yds.	3/4" - 0" Screenings	2.60	1,248.00
750	cu. yds.	Filler	0.40	300.00
3,700	yd. mi.	Filler Haul	0.12	444.00
5,830	tons	Class "A" Asphaltic Concrete	4.40	25,652.00
5,260	tons	Class "C" Asphaltic Concrete	4.40	23,144.00
4,450	tons	Class "E" Asphaltic Concrete	4.40	19,580.00
72,000	sq. yds.	Surface Finish Coat	0.05	3,600.00
				$ 119,978.40

Paving Project "D" (Sta. 677+00 to Sta. 970+00) (Estimated Prices)

All Required		Clearing and Grubbing		$ 100.00
500	cu. yds.	Excavation, Single Classification	$ 0.50	250.00
1,000	yd. sta.	Overhaul	0.02	20.00
10,000	cu. yds.	Gravel Borrow	1.60	16,000.00
1,400	lin. ft.	12" Concrete Tile	1.00	1,400.00
15	lin. ft.	18" Concrete Tile	1.60	24.00
65	only	Mail Box Posts	1.20	78.00

1,650	sq. yds.	Removal of Old Pavement	$ 0.30	$ 495.00
6,000	cu. yds.	Crushed Gravel, Sub-base, Shoulders, Surfacing	2.00	12,000.00
850	cu. yds.	3/4" - 0" Crushed Gravel Screenings	2.10	1,785.00
650	cu. yds.	Filler	0.40	260.00
3,300	yd. mi.	Filler Haul	0.12	396.00
5,600	tons	Class "B" Asphaltic Concrete	4.50	25,200.00
3,600	tons	Class "C" Asphaltic Concrete	4.50	16,200.00
5,600	tons	Class "D" Asphaltic Concrete	4.50	25,200.00
67,000	sq. yds.	Surface Finish Coat	0.05	3,350.00
				$ 102,7[illegible]

Pending Project "A" (Sta. 970+00 to 1168+00) (Estimated Prices)

*598.45

All Required		Clearing and Grubbing		$ 100.00
550	cu. yds.	Excavation, Single Classification	$ 0.50	275.00
3,300	yd. sta.	Overhaul	0.02	66.00
200	yd. mi.	Truck Haul	0.12	24.00
9,900	cu. yds.	Gravel Borrow	1.30	12,870.00
35	only	Mail Box Posts	1.20	42.00
1,500	sq. yds.	Removal of Old Pavement	0.30	450.00
4,000	cu. yds.	Crushed Gravel, Sub-base, Shoulders, Surfacing	1.70	6,800.00
490	cu. yds.	3/4" - 0" Crushed Gravel Screenings	1.80	882.00
570	cu. yds.	Filler	0.40	228.00
2,500	yd. mi.	Filler Haul	0.12	300.00
3,860	tons	Class "A" Asphaltic Concrete	4.30	16,598.00
3,050	tons	Class "C" Asphaltic Concrete	4.30	13,115.00
3,450	tons	Class "D" Asphaltic Concrete	4.30	14,835.00
47,500	sq. yds.	Surface Finish Coat	0.05	2,375.00
				$ 68,960.00
		Sub-total		$ 370,[illegible]
		10% Engr. & Cont.		37,[illegible]
		Total, Type I (orig. proj.)		$ 407,68[illegible]

EXTENSION TO ORIGINAL PROJECT (STA. 210+97 to STA. 206+05)

Regrading (Contract 1A36)

All Required		Clearing and Grubbing		$ 35.00
1,400	yd. mi.	Truck Haul	$ 0.11	154.00
50	cu. yd.	Screened Gravel in Surfacing	1.15	57.50
40	cu. yd.	Crushed Gravel in Surfacing	1.15	46.00
100	cu. yd.	Screened Gravel in Shoulders	1.25	125.00
80	cu. yd.	Crushed Gravel in Shoulders	1.25	100.00

B

B

20	cu. yd.	Filler	$0.30	$ 6.00
25	yd. mi.	Hauling Filler	0.11	2.75
				$ 524.28

Paving Project "A" ([illegible] Prime)

200	cu. yd.	Gravel Borrow	$ 1.30	$ 260.00
50	cu. yd.	Crushed Gravel, Sub-base, Shoulders, Surfacing	1.70	85.00
20	cu. yd.	3/4" - 0" Crushed Gravel Screenings	1.80	36.00
120	tons	Class "A" Asphaltic Concrete	4.30	516.00
160	tons	Class "C" Asphaltic Concrete	4.30	688.00
50	tons	Class "E" Asphaltic Concrete	4.30	215.00
1,500	sq. yds.	Surface Finish Coat	0.05	75.00
				$ 1,875.00
		Sub-total		$ 2,399.28
		10% Engr. & Cont.		[illegible]
		Total, Type I (Extension)		$ 2,639.[illegible]

TYPE II PORTLAND CEMENT CONCRETE PAVEMENT

ORIGINAL PROJECT (STA. 1168+00 to STA. 1175+06.7=248+40.3 to STA. 214+04)

Regrading and Paving (Contract 1A36):

All Required		Clearing and Grubbing		$ 278.20
6,800	cu. yd.	Excavation, Single Classification	$ 0.24	1,632.00
2,200	yd. sta.	Overhaul	0.02	44.00
34,200	yd. mi.	Truck Haul	0.11	3,762.00
5	cu. yd.	Class "C" Concrete	20.00	100.00
400	lin. ft.	12" Corr. Iron Pipe	1.10	440.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
1,800	sq. yds.	Removal of Old Bit. Conc. Pavement	0.25	450.00
9,450	sq. yds.	Portland Cement Concrete Pavement	1.60	15,120.00
710	lin. ft.	Expansion Joints	0.25	177.50
5,125	lin. ft.	Contraction Joints	0.04	205.00
510	only	Dowels	0.25	127.50
15,400	lbs.	Tie Bars and Reinforcement	0.05	770.00
820	cu. yd.	Screened Gravel in Surfacing	1.15	943.00
620	cu. yd.	Crushed Gravel in Surfacing	1.15	713.00
1,300	cu. yd.	Screened Gravel in Shoulders	1.25	1,625.00
930	cu. yd.	Crushed Gravel in Shoulders	1.25	1,162.50
300	cu. yds.	Filler	0.30	90.00
500	yd. mi.	Hauling Filler	0.11	55.00
				$ 27,894.70

C

Paving Street Connections with Asphaltic Concrete - Paving Project "A"
(Estimated Prices)

90	tons	Class "A" Asphaltic Concrete	$ 4.30	$ 387.00
220	tons	Class "C" Asphaltic Concrete	4.30	946.00
1,100	sq. yds.	Surface Finish Coat	0.05	55.00
				$ 1,388.00
		Sub-total		$ 29,282.78
		10% Engr. & Cont.		2,928.27
		Total, Type II (Orig. Proj.)		$ 32,211.05

EXTENSION TO ORIGINAL PROJECT (STA. 214+04 to STA. 211+72.6)

Regrading and Paving (Contract No. 1A36)

All Required		Clearing and Grubbing		$ 15.98
1,200	cu. yd.	Excavation, Single Classification	$ 0.24	288.00
1,400	yd. mi.	Truck Haul	0.11	154.00
550	sq. yd.	Portland Cement Concrete Pavement	1.60	880.00
50	lin. ft.	Expansion Joints	0.25	12.50
275	lin. ft.	Construction Joints	0.04	11.00
30	only	Dowels	0.25	7.50
800	lbs.	Tie Bars and Reinforcement	0.05	40.00
80	cu. yd.	Screened Gravel in Surfacing	1.15	92.00
70	cu. yd.	Crushed Gravel in Surfacing	1.15	80.50
50	cu. yd.	Screened Gravel in Shoulders	1.25	62.50
40	cu. yd.	Crushed Gravel in Shoulders	1.25	50.00
10	cu. yd.	Filler	0.30	3.00
15	yd. mi.	Hauling Filler	0.11	1.65
				$ 1,698.39

Paving Street Connections with Asphaltic Concrete- Paving Project "A"
(Estimated Prices)

200	cu. yd.	Gravel Borrow	$ 1.30	$ 260.00
30	lin. ft.	12" Concrete Pipe	1.00	30.00
50	cu. yd.	Crushed Gravel Sub-base, Shoulders, Surfacing	1.70	85.00
20	cu. yd.	3/4" - 0" Crushed Gravel Screenings	1.80	36.00
50	tons	Class "A" Asphaltic Concrete	4.30	215.00
120	tons	Class "C" Asphaltic Concrete	4.30	516.00
600	sq. yds.	Surface Finish Coat	0.05	30.00
				$ 1,172.00

Sub-total	$	2,870.19
10% Engr. & Cont.		287.[illegible]
Total, Type II (Extension)	$	3,157.[illegible]

[illegible] RIVER [illegible] BRIDGE

160	cu. yds.	Excavation	$ 1.05	$	168.00
20	cu. yds.	Excavation below plans	1.75		35.00
1,000	lin. ft.	Foundation Piling	0.375		375.00
125	cu. yds.	Class "A" Concrete	11.20		1,400.00
60	cu. yds.	Class "B" Concrete	13.46		807.60
32,000	lbs	Metal Reinforcement	0.04		1,280.00
170	lin. ft.	Concrete Handrail	2.60		442.00
All Required		Raise Old Bridge and Maint. Traffic			556.[illegible]
		Sub-total		$	5,064.[illegible]
		10% Engr. & Cont.			506.[illegible]
		Total		$	5,570.[illegible]

LENGTHS

Type I Roadway	- Original Project	(370+00 to 1168+00)	15.110 miles
	- Extension	(206+05 to 218+97)	0.093
	Total length, Type I Roadway		15.203 miles
Type II Roadway	- Original Project	(1168+00 to 214+04)	0.785
	- Extension	(214+04 to 211+72.64)	0.0[illegible]
	Total length, Type II Roadway		0.829 miles
	1 Bridge 75.6 ft.		0.014 miles
	Total length of Projects		16.046 miles

Cost per mile, Roadwork:

Type I Roadway,	Orig. Proj.	$ 27,160.83
	Extension	28,378.49
Type II Roadway,	Orig. Proj.	$ 41,033.18
	Extension	71,754.54

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Fed. Aid Funds	Emerg. Constr. Hwy. Funds	State Funds
Asphaltic Concrete Pavement (Type I Roadway)				
Original Project	$ 407,684.09	$ 167,150.48 (41%)	$ 172,555.31	$ 67,978.30
Extension	2,639.20	1,082.07 (41%)	1,117.06	440.07
Total, Type I Rdwy.	$ 410,323.29,	$ 168,232.55	$ 173,672.37	$ 68,418.37
Portland Cement Concrete Pavement (Type II Roadway)				
Original Project	$ 32,211.05	$ 13,206.53 (41%)	$ 13,633.56	$ 5,370.96
Extension	3,157.20	1,294.45 (41%)	1,336.31	526.44
Totals, Type II Rdwy	$ 35,368.25	$ 14,500.98	$ 14,969.87	$ 5,897.40
Totals, Roadway	$ 445,691.54	$ 182,733.53 (41%)	$ 188,642.24	$ 74,315.77
1 Bridge	$ 5,570.51	$ 2,283.91 (41%)	$ 2,357.76	$ 928.84
Grand Total	$ 451,262.05	$ 185,017.44	$ 191,000.00 (42.32+%)	$ 75,244.61

7-a

October 24, 1933

Shell Oil Company
1219 Westlake Ave. North
Seattle, Wn.

Gentlemen:

Reply is made to your inquiry of October 20 relative to State Highway Contract No. 1483, awarded to Northwest Roads Co., regrading and paving of Project "A", Canby and Canby-Aurora Sections of the Pacific Highway in Clackamas and Marion Counties.

The project was completed on October 7, 1933, but has not yet been accepted by the State Highway Commission.

To-date no claims have been filed against this job.

Very truly yours

Secretary

AJ

TUP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

May 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 28, 1933, concerning the use of an 0-30 oil surface treatment as a non-skid seal on asphaltic concrete on Oregon Emergency Construction Highway Project No. E-7.

Our previous objection to this specification was not based entirely upon the matter of cost but upon the fact that the proposed surface treatment is comparatively untried for a long time heavy traffic surface. We might expect progressive deterioration brought about by drying out and hardening of the relatively light asphaltic binder used. Maintenance of this type of surface is, however, quite simple and inexpensive. If, based on your observations, it is your opinion that the surface treatment is superior to the plant mixed non-skid seal, we will recommend the 0-30 type for this project.

Baldock suggest having
contractor place some plant
mix seal under special
agreement.

We would like, however, to see the plant mixed type used on a portion of the project, under more favorable conditions and control than prevailed on the work previously done, which you state was unsatisfactory to the State Highway Commission. With proper control, it should not be impossible to get a very satisfactory job.

The paving yet to be done will most likely be done during the summer season, when abrupt changes in temperature will not occur.

We are agreeing to recommend this project for approval if or when additional Federal Aid funds are available. As you have already been advised, we cannot at this time agree to any recommendation which involves additional Federal Aid funds.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
State Highway Engineer

Bureau letter [illegible]
[illegible] + [illegible] plant [illegible]
[illegible] + [illegible]
[illegible]

[illegible]

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-7

April 29, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the __________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

Caufield

By [illegible] J. Caufield
Highway Engineer.

Encl.

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Agr. 12727

Form P. R. 2

State ....Oregon........................

Project No. ...E-7........................

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

[illegible]
MAY 1 - 193[illegible]
OREGON
[illegible]

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of March, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the .... day of ...., 19...., a project statement, which was approved by the Secretary on the .... day of ...., 19...., for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ .... ~~of~~ said project which were recommended for approval by the United States District Engineer on the 31st day of August, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-five thousand, one hundred eighty-eight and 68/100 dollars ($45,188.68) as the share of the United States payable under said act on account of ~~Section~~ .... ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 404+00 in Sec. 9, T. 6 S., R. 2 W., W.M., and survey station 206+05 in Sec. 12, T. 4 S., R. 1 W., W.M.,

, length 15.403 miles, in Marion County, being [illegible] [illegible] Oregon Federal Aid project No. E-7, consisting of 15.389 miles of roadway and one bridge/[illegible] of more than 20 feet clear span, 0.014 of a mile in length. known locally as the Aurora - Brooks section of the Pacific Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within one year after completion of the improvement contemplated under this agreement, it will widen the existing pavement between survey stations 404+00 and 1168+00 to a width of not less than 20 ft.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $119,953.61, Federal Aid $43,183.30; one bridge, approved estimate $5,570.51, Federal Aid $2,005.38.

(d) It is hereby mutually agreed that in the event it is more convenient for the proper progress or facilitation of the work to final each unit of this project separately, each unit may proceed to final completion, inspection and acceptance independently of the other units, and final payment of Federal funds may be made on each unit after such final completion, inspection and acceptance.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of forty-five thousand, one hundred eighty-eight and 68/100 dollars ($ 45,188.68), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-five thousand, five hundred twenty-four and 12/100 dollars ($ 125,524.12), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon.
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the ... thousand one hundred eighty-eight and 68/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of April, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Carl Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-7, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 125,524.12 as the total estimated cost of said project, and the sum of $ 45,188.68 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of April
one thousand nine hundred and thirty three

R. G. Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4820

R7

April 11, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 27th, requesting that an explanation be submitted for the overruns and underruns which occurred on the Brooks-Salem Section, Project No. 7.

Contract No. 1363, however, under which the work was performed, involves both Project No. 7 and Project No. 19, and a comparison of the final estimate quantities with the estimated quantities given in the contract shows the following:

Item	Contract Quantities	Final Quantities	
Asphaltic Cement	16,650 tons	17,377 tons	(overrun .04%)
Excavation	72,000 cu.yds.	67,787.7 cu.yds.	(underrun .06%)
Screened & Crushed Gravel in Subbase and Shoulders	14,700 cu.yds.	17,357.5 cu.yds.	(overrun 18%)

While considerable overruns and underruns occurred on the above items on each project, these variations were due to computing the quantities for the agreement estimate of each project by proration rather than discrepancy between the estimated and final quantities for all work performed under the contract. For the item of "Screened and Crushed Gravel in Subbase and Shoulders," however, which shows an overrun of 18%, this overrun was principally occasioned from using the new gravel shoulders to carry traffic during paving operations which resulted in extreme compaction and a greater quantity of materials used than was anticipated; [illegible], across Lake Labish from Station 174 to Station 225, where the roadway was constructed on new alignment, the nature of the materials in the earth embankment was such that it was deemed advisable to place additional gravel in the subbase to assure a stable base on which to construct the pavement.

In explanation to the inquiry contained in your letter concerning the item of "Special Borrow Excavation" which was claimed in the final voucher for Project No. 7 as a contingency item, it was planned originally to use all available excavation materials within the right-of-way limits, but in anticipation of the need of a sidewalk at some future time, it was decided to leave a five foot berm along one right-of-way line. This procedure reduced the available materials from the cut-sections, particularly on Project No. 7 which practically follows the original alignment throughout, and it was necessary to secure the additional required materials from borrow pits.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/RR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 27, 1933

RECEIVED
MAR 28 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of final voucher covering the pavement widening on Oregon Federal Aid Project No. 7, the Brooks-Salem section.

In checking the final voucher the following underruns are noted:

Asphaltic concrete, classes A, B and C, show a total underrun of 42%.
Excavation shows an underrun of 41%.
Screened and crushed gravel in shoulders show an underrun of 26%.

Several times we have requested that overruns and underruns, and also contingencies, should be explained at the time the final voucher is submitted.

The above voucher will be held in this office pending receipt of advice as to the above underruns, and may we again request that this information be furnished when submitting final vouchers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

9R7

March 28, 1933

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sirs:

We request further consideration on the use of an O-30 Oil Surface Treatment as a non-skid seal on asphaltic concrete on Oregon Project #-7.

We feel from your letter that the decision to reject this specification has been based upon the misconception that we favor it solely from a cost standpoint, whereas we feel that the Standard Asphaltic Concrete Non-skid Seal used on the Salem-Brooks did not give uniformly satisfactory results. The surface finish on that section was not satisfactory to the members of the Oregon State Highway Commission and for that reason it was deemed necessary to consider other methods of constructing non-skid asphaltic concrete paving.

While the Standard Non-skid Seal has proved satisfactory in California, it is not applicable to the colder climates and cannot give as uniform results. Coated screenings must be applied while the pavement is warm. Every radical drop in temperature requires an immediate readjustment of the plant and hauling organization to hasten the non-skid screenings, with the result that there are many times when the contractor is unable to quickly adjust operations to take care of a very sudden drop in temperature and the screenings must be applied to the pavement when it is too cold to knit with the pavement.

On the other hand, we have used the O-30 and O-31 specifications with uniform results as a non-skid treatment all over the state. It is true that this is a new pavement and not conformable to the old pavements where the non-skid was usually applied, but we applied an O-30 from Multnomah Falls to Portland last year on the pavement with wonderful results. This section has a uniform appearance throughout its entire length, and has as pleasing a texture as one could desire. We suggest that an examination of this project be made.

Yours very truly

State Highway Engineer

FORM 5-A-1 6784 7900 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALD
STATE HIGHWAY E
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1-64

March 17, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

In contracting for the Aurora-Brooks-Canby pavement widening sections we wish you would consider the following alternate types of asphaltic concrete pavement.

1st - The Standard Asphaltic Concrete Pavement similar to that used on the Salem-Brooks Section last year, with a surface finish coat as called for in our Standard Specifications on Page 69.

2nd - A standard Asphaltic Concrete base and leveling course with a top coat composed of our Type X Asphaltic Concrete.

3rd - A Standard Asphaltic Concrete with standard base and top course, but with the standard surface finish omitted, and in its place a standard O-30 Oil Mat Surface Treatment using 130-150 penetration asphalt binder.

With relation to the third alternate will advise that it is our opinion, based upon our experience that this specification will provide a non skid wearing surface and will afford a more uniform and satisfactory texture than can be obtained by the use of our standard finish coat under alternate #1, and at a lower cost.

Will you kindly secure approval for the use of the Alternate 3 Specification in connection with this project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC
Mr. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, ORES.

March 16, 1933

RECEIVED
[illegible]
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Emergency Construction Highway Project E-7. Also enclosed is one copy each of agreement estimate and approved specifications.

We have been advised that it is considered desirable to maintain the project designation without change except in cases where extensions might be more conveniently handled as a new section. The section designation has accordingly been eliminated in this project, which will be known as Oregon Emergency Construction Highway Project E-7.

The section sheet already submitted for this project does not indicate the section to be used between Sta. 206+05 (south end of Pudding River Bridge) and Sta. 210+93.6 (north end of the overflow bridge). We have accordingly been requested to submit revised typical section sheets showing the section to be used between the stations mentioned.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

Encls.

March 25, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of the inquiry contained in your letter of March 16th, concerning the type of roadway to be constructed between Station 206+05 and Sta. 210+93.6 on the Aurora Unit of Project No. B-7. No provision is made under the work now in progress for the paving of this section, although through an oversight it was erroneously shown in the agreement estimate of December 29, 1932, to be paved with concrete. For the reason, however, that it is planned to award a contract in April for widening the remaining unimproved bituminous pavement on Project No. 7, and the paving of the section between Station 206+05 and Station 210+93.6 will be included in that work, we will not submit a revised estimate until the bituminous paving items can be included.

We are enclosing herewith three signed copies of project agreement covering the work on this project which is now under contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

January 3, 1933.

Mr. W. E. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Aurora-Brooks Section, Project E-7-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Bash/ER.

Encl.

Oregon State Highway Department

Emerg. Construction Hwy.
Project No. E-7-A

AURORA-BROOKS SECTION OF THE
PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1932.

EMERGENCY WORK - ROADWAY

Item 1. Regrading
Woodburn-Brooks Unit (Sta. 40/00 to Sta. 900/00)

All Required		Clearing and Grubbing		$ 500.00
65,000	cu. yds.	Excavation, Single Classification	$0.28	18,200.00
8,000	cu. yds.	Special Borrow	0.50	4,000.00
10,000	yd. sta.	Overhaul	0.03	300.00
22,000	yd. mi.	Truck Haul	0.12	2,640.00
60	cu. yds.	Class "C" Concrete	20.00	1,200.00
10,000	cu. yds.	Gravel Shoulders	1.50	15,000.00
1,100	cu. yds.	Filler	0.50	550.00
3,000	yd. mi.	Hauling Filler	0.12	360.00
3,000	lin. ft.	Salvaging Drain Pipe	0.40	1,200.00
30	lin. ft.	8" Concrete Pipe	0.50	15.00
1,750	lin. ft.	12" Concrete Pipe	0.80	1,400.00
200	lin. ft.	15" Concrete Pipe	1.10	220.00
760	lin. ft.	18" Concrete Pipe	1.65	1,254.00
130	lin. ft.	30" Concrete Pipe	3.75	487.50
30	lin. ft.	42" Concrete Pipe	4.00	120.00
20	lin. ft.	48" Concrete Pipe	8.00	160.00
20	lin. ft.	42" Corr. Galv. Iron Pipe	5.00	100.00
20	lin. ft.	48" Corr. Galv. Iron Pipe	6.00	120.00
				$ 47,826.50

Aurora-Woodburn (Sta. 900/00 to Sta. 1168/00)

All Required		Clearing and Grubbing	- -	$ 1,000.00
35,000	cu. yds.	Excavation, Single Classification	0.38	13,300.00
3,000	cu. yds.	Special Borrow	0.48	1,440.00
5,000	yd. sta.	Overhaul	0.05	250.00
7,000	yd. mi.	Truck Haul	0.15	1,050.00
10	cu. yds.	Class "C" Concrete	25.00	250.00
5,500	cu. yds.	Gravel Shoulders	1.45	7,975.00
600	cu. yds.	Filler	0.40	240.00
1,100	yd. mi.	Hauling Filler	0.15	165.00
4,500	lin. ft.	Salvaging Drain Pipe	0.40	1,800.00
400	lin. ft.	12" Concrete Tile	0.80	320.00
2,200	lin. ft.	15" Concrete Tile	1.00	2,200.00

340	lin. ft.	18" Concrete Pipe	$ 2.00	$ 680.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
350	lin. ft.	15" Concrete Pipe	1.10	385.00
				$ 31,108.00
		Sub-total		$ 78,981.50
		10% Engr. & Cons.		7,898.15
		Total, Type I.............		$ 86,879.65

Type II, Regrading and Paving, Aurora Unit, Original Project (Sta. 1168/00 to Sta. 1175/08.7 & 248/40.3 to Sta. 214/04)

All Required		Clearing and Grubbing		$ 278.28
6,800	cu. yds.	Excavation, Single Classif.	$ 0.24	1,632.00
2,200	yd. sta.	Overhaul	0.02	44.00
34,200	yd. mi.	Truck Haul	0.11	3,762.00
5	cu. yds.	Class "C" Concrete	20.00	100.00
400	lin. ft.	12" Corr. Iron Pipe	1.10	440.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
1,100	sq. yds.	Removal of Old Bit.Conc.Pavement	0.25	275.00
8,400	sq. yds.	Portland Cement Concrete Pavement	1.60	13,440.00
660	lin. ft.	Expansion Joints	0.25	165.00
4,600	lin. ft.	Contraction Joints	0.04	184.00
440	only	Dowels	0.25	110.00
14,800	lbs.	Tie Bars and Reinforcement	0.05	740.00
950	cu. yds.	Screened Gravel in Surfacing	1.15	1,092.50
730	cu. yds.	Crushed Gravel in Surfacing	1.15	839.50
1,300	cu. yds.	Screened Gravel in Shoulders	1.25	1,625.00
950	cu. yds.	Crushed Gravel in Shoulders	1.25	1,187.50
300	cu. yds.	Filler	0.30	90.00
500	yd. mi.	Hauling Filler	0.11	55.00
		Sub-total		$ 26,259.78
		10% Engr. & Cont.		2,625.97
		Total (Type II, orig.proj.)		$28,885.75

Aurora Unit, Extension: (Sta. 214/04 to Sta. 206/05)

All Required		Clearing and Grubbing		$ 48.57
1,200	cu. yds.	Excavation, Single Classif.	$ 0.24	288.00
2,800	yd. mi.	Truck Haul	0.11	308.00
700	sq. yds.	Removal of Old Bit. Conc. Pave.	0.25	175.00
1,600	sq. yds.	Portland Cement Concrete Pavement	1.60	2,560.00
100	lin. ft.	Expansion Joints	0.25	25.00
800	lin. ft.	Contraction Joints	0.04	32.00
100	only	Dowels	0.25	25.00
1,400	lbs.	Tie Bars and Reinforcement	0.05	70.00
150	cu. yds.	Screened Gravel in Shoulders	1.25	187.50
100	cu. yds.	Crushed Gravel in Shoulders	1.25	125.00

30	cu. yds.	Filler	$ 0.30	$ 9.00
40	yd. mi.	Hauling Filler	0.11	4.40
		Sub-total		$ 3,857.47
		10% Engr. & Cons.		385.74
		Total (Type II extension)		$ 4,243.21

PUDDING RIVER OVERFLOW BRIDGE

160	cu. yds.	Excavation	$ 1.05	$ 168.00
20	cu. yds.	Excavation below plans	1.75	35.00
1,000	lin. ft.	Foundation Piling	0.375	375.00
125	cu. yds.	Class "A" Concrete	11.20	1,400.00
60	cu. yds.	Class "D" Concrete	13.45	807.00
32,000	lbs.	Metal Reinforcement	0.04	1,280.00
170	lin. ft.	Concrete Handrail	2.60	442.00
All Required		Raise Old Bridge and Maint. Traffic		557.10
		Sub-total		$ 5,064.10
		10% Engr. & Cons.		506.41
		Total...........................		$ 5,570.51

LENGTHS

Type I Roadway, - Woodburn-Brooks Unit	9.392	miles
- Aurora-Woodburn Unit	5.075	"
Total length, Type I Rdwy.	14.467	"
Type II Roadway - Aurora Unit (Original Proj.)	0.785	"
- " " (Extension)	0.137	"
Total length, Type II Rdwy.	0.922	miles
1 Bridge 75.4 ft.	0.014	"
Total length of Project	15.403	miles

COST PER MILE ROADWAY

Type I Roadway	$ 8,001.54
Type II Roadway (Orig.Proj.)	36,797.13
(Extension)	30,972.33

SUMMARY OF FUNDS REQUESTED

Item		Total Cost	Federal Aid Funds		State, County, Twp. Funds
Type I Roadway		$ 86,824.65	$ 31,256.87	(36%)	$ 55,567.78
Type II Roadway	(Orig. Proj.)	28,885.75	10,398.87	(36%)	18,486.88
	(Extension)	4,243.21	1,527.56	(36%)	2,715.65
Totals, Roadway...............		$119,953.61	$ 43,183.30		$ 76,770.31
One Bridge		$ 5,570.51	$ 2,005.38	(36%)	$ 3,565.13
		$125,524.12	$ 45,188.68		$ 80,335.44

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1923

State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-7-A

AURORA-BROOKS SECTION OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

STATEMENT OF COMPLETED WORK

Statement of completed work to be supplied upon payment of final voucher.

EMERGENCY WORK - ROADWAY

Type I, Regrading
Woodburn-Brooks Unit (Sta. 40/00 to Sta. 900/00) ~~(Contract prices)~~

All Required		Clearing and Grubbing		$ 500.00
65,000	cu. yd.	Excavation, Single Classif.	$0.28	18,200.00
8,000	cu. yd.	Special Borrow	0.50	4,000.00
10,000	yd.sta	Overhaul	0.05	500.00
22,000	yd. mi.	Truck Haul	0.12	2,640.00
60	cu.yd.	Class "C" Concrete	20.00	1,200.00
10,000	cu.yd.	Gravel Shoulders	1.50	15,000.00
1,100	cu.yd.	Filler	0.50	550.00
3,000	yd.mi.	Hauling Filler	0.12	360.00
3,000	lin.ft.	Salvaging Drain Pipe	0.40	1,200.00
30	lin.ft.	8" Concrete Pipe	0.50	15.00
1,750	lin.ft.	12" Concrete Pipe	0.80	1,400.00
200	lin.ft.	15" Concrete Pipe	1.10	220.00
760	lin.ft.	18" Concrete Pipe	1.65	1,254.00
130	lin.ft.	30" Concrete Pipe	3.75	487.50
20	lin.ft.	42" Concrete Pipe	6.00	120.00
20	lin.ft.	48" Concrete Pipe	8.00	160.00
20	lin.ft.	42" Corr. Galv. Iron Pipe	5.00	100.00
20	lin.ft.	48" Corr. Galv. Iron Pipe	6.00	120.00
				$ 47,826.50

(A)

Aurora-Woodburn (Sta. 900/00 to Sta. 1168/00) ~~(Contract prices)~~

All Required		Clearing and Grubbing	$- -	$ 1,000.00
35,000	cu. yds.	Excavation, Single Classif.	0.38	13,300.00
3,000	cu. yds.	Special Borrow	0.48	1,440.00
5,000	yd. sta.	Overhaul	0.05	250.00
7,000	yd. mi.	Truck Haul	0.15	1,050.00

10	cu. yds.	Class "C" Concrete	$25.00	$ 250.00
5,500	cu. yds.	Gravel Shoulders	1.45	7,975.00
600	cu. yds.	Filler	0.40	240.00
1,100	yd. mi.	Hauling Filler	0.15	165.00
4,500	lin. ft.	Salvaging Drain Pipe	0.40	1,800.00
400	lin. ft.	12" Concrete Tile	0.80	320.00
2,200	lin. ft.	15" Concrete Tile	1.00	2,200.00
340	lin. ft.	18" Concrete Pipe	2.00	680.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
350	lin. ft.	15" Concrete Pipe	1.10	385.00
				$ 21,105.00

Sub-total $ 78,931.50
10% Engr. & Cont. 7,893.15

Total, Type I......................$ 86,824.65

Type II. Regrading and Paving (~~Contract prices~~)
Aurora Unit, Original Project (Sta. 1163/00 to Sta. 1175/06.7 = 248/40.3 to Sta. 214/04)

All Required		Clearing and Grubbing		$ 278.28
6,800	cu. yds.	Excavation, Single Classif.	0.24	1,632.00
2,200	yd. sta.	Overhaul	0.02	44.00
34,200	yd. mi.	Truck Haul	0.11	3,762.00
5	cu. yds.	Class "C" Concrete	20.00	100.00
400	lin. ft.	12" Corr. Iron Pipe	1.10	440.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
1,100	sq. yds.	Removal of Old Bit. Conc. Pavement	0.25	275.00
8,400	sq. yds.	Portland Cement Concrete Pavement	1.60	13,440.00
660	lin. ft.	Expansion Joints	0.25	165.00
4,600	lin. ft.	Contraction Joints	0.04	184.00
440	only	Dowels	0.25	110.00
14,800	lbs.	Tie Bars and Reinforcement	0.05	740.00
950	cu. yds.	Screened Gravel in Surfacing	1.15	1,092.50
730	cu. yds.	Crushed Gravel in Surfacing	1.15	839.50
1,300	cu. yds.	Screened Gravel in Shoulders	1.25	1,625.00
950	cu. yds.	Crushed Gravel in Shoulders	1.25	1,187.50
300	cu. yds.	Filler	0.30	90.00
500	yd. mi.	Hauling Filler	0.11	55.00

Sub-total $ 26,259.78
10% Engr. & Cont. 2,625.97

Total (Type II, orig.proj)$ 28,885.75

Aurora Unit, Extensions: (Sta. 214/04 to Sta. 206/05) (~~Contract prices~~)

All Required		Clearing and Grubbing		$ 48.87
1,200	cu. yds.	Excavation, Single Classif.	$ 0.24	288.00
2,800	yd. mi.	Truck Haul	0.11	308.00
700	sq. yds.	Removal of Old Bit. Conc. Pave.	0.25	175.00
1,600	sq. yds.	Portland Cement Concrete Pavement	1.60	2,560.00

100	lin. ft.	Expansion Joints	$0.25	$ 25.00
800	lin. ft.	Contraction Joints	0.04	32.00
100	only	Dowels	0.25	25.00
1,400	lbs.	Tie Bars and Reinforcement	0.05	70.00
150	cu. yds.	Screened Gravel in Shoulders	1.25	187.50
100	cu. yds.	Crushed Gravel in Shoulders	1.25	125.00
30	cu. yds.	Filler	0.30	9.00
40	yd. mi.	Hauling Filler	0.11	4.40
		Sub-total		$ 3,857.47
		10% Engr. & Cont.		385.74
		Total (Type II extension)		$ 4,243.21

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Pudding River Overflow Bridge:

140	cu. yds.	Excavation	$3.00	$ 420.00
20	cu. yds.	Excavation below plans	8.00	160.00
1,000	lin. ft.	Foundation Piling	0.50	500.00
125	cu. yds.	Class "A" Concrete	18.00	2,250.00
60	cu. yds.	Class "D" Concrete	18.00	1,080.00
32,000	lbs.	Metal Reinforcement	0.05	1,600.00
170	lin. ft.	Concrete Handrail	4.00	680.00
All Required		Removal of Old Bridge and Maint. Traffic		1,500.00
		Sub-total		$ 8,190.00
		10% Engr. & Cont.		819.00
		Total		$ 9,009.00

LENGTHS

Type I Roadway,	- Woodburn-Brooks Unit	9.392 miles
	- Aurora-Woodburn Unit	5.075 "
	Total length, Type I Rdwy.	14,467 miles
Type II Roadway	- Aurora Unit (Original Proj.)	0.785 "
	- " " (Extension)	0.137 "
	Total length, Type II Rdwy.	0.922 miles
	1 Bridge 75.6 ft.	0.014 "
	Total length of Project	15.403 miles

Ⓑ

COST PER MILE ROADWAY

Type I Roadway	$ 6,001.56
Type II Roadway (Orig.Proj.)	36,797.13
(Extension)	30,972.33

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds.
Type I Roadway	$ 86,824.65	$31,256.87 (36%)	$ 55,567.78
Type II " (orig.proj)	28,885.75	10,398.87 (36%)	18,486.88
(extension)	4,243.21	1,527.56 (36%)	2,715.65
Total, Roadway	$119,953.61	$ 43,183.30	$ 76,770.31
One Bridge	9,009.00	3,243.24 (36%)	5,765.76
Totals (all work)	$128,962.61	$ 46,426.54	$ 82,536.07

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. F. A. P. 7

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 20, 1932.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer.

Encl.

RECEIVED
SEP 21 1932

A4pr 12727

Oregon Federal Aid Project No. 7.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 28, 1918, by the Highway Department of the State of Oregon, and on June 29, 1918, by the Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on February 5, 1920, by the said Highway Department, and on March 3, 1920, by the Acting Sedretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 7; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 18 miles of road surfaced with asphaltic concrete pavement, in Marion County, for which the estimate approved was $422,795.45, and $211,397.72 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $413,583.66, and voucher in the sum of $205,729.33 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said Highway Department of the State of Oregon now requests a reopening of said project and a revision of the plans, specifications and estimate approved therefor to provide for widening the roadway and resurfacing and widening the existing pavement, and items of construction incidental thereto, on that portion of the project between survey stations 265+50 and 370+00, a distance of 1.997 miles, at an estimated cost of $40,176.40; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $413,583.66 to $453,760.06, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $205,729.33 to $221,705.76:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Highway Department of the State of Oregon, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of two hundred twenty-one thousand, seven hundred five and 76/100 dollars ($221,705.76), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added paragraph (d) to read:

> "(d) By the State, for the additional work involved in the reopening of said project, from Chap. 173, Laws of 1917; Chap. 31, Laws of 1920."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> "Between survey station 265+50 near the south line of Sec. 19, T. 6 S., R. 2 W., W.M., and a point at the Marion - Clackamas Counties line at Aurora, terminal points, a distance of 18 miles, known locally as the Albany - Portland Road, Marion County, being Oregon Federal Aid Project No. 7."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of two hundred twenty-one thousand, seven hundred five and 76/100 dollars ($221,705.76), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred fifty-three thousand, seven hundred sixty and 06/100 dollars ($453,760.06), the approved total estimated cost of said project."

Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
>
> "The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Highway Department of the State of Oregon on the 12th day of August, 1932, and the Secretary of Agriculture on the 29th day of August, 1932.

OREGON HIGHWAY COMMISSION

By Leslie Scott
Chairman, State Highway Commission

By
Member, State Highway Commission

By E. Washburne
Member, State Highway Commission.

C. F. Marvin
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 7.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 7, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 453,760.06 in lieu of the previous actual payment of $205,729.33, as the total estimated cost of said project, and the sum of $ 221,705.76 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 29th day of August, one thousand nine hundred and Thirty-two

C F Marvin
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931   8—4820

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 2, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of modification of agreement for Oregon Federal Aid Project No. 7, Salem-Brooks section of Pacific Highway. One copy each of approved modification of agreement estimate and specifications are also enclosed.

A typical section in one case shows the new pavement wearing surface placed directly upon the existing oiled gravel shoulder. As this wearing surface is only 1-1/2" thick, the thickness and quality of the existing shoulder is very important. Will you please furnish us information concerning the shoulder thickness and quality?

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encls.

June 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post OfficeBldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Aurora-North Unit of the Aurora-Brooks Section, Project No. 7.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/MR.

encl.

Oregon State Highway Department

Project No. 7, (Reop)

AURORA - BROOKS SECTION OF THE

PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon June 25, 1932

Statement of Completed Work

Engineer's Final Estimate	$ 375,901.32
Overruns, balanced by underruns	1,860.68
	$ 377,762.00
Excess Overruns	$ 24,617.37
Engineering and Contingencies	11,204.29
Total	$ 413,583.66
Total Federal Aid paid	$ 205,729.33

Length of Project 18,000 miles

Cost per mile	$ 22,976.87
Federal Aid paid per mile	11,429.40

New Work - Roadway (Sta. 265+50 to Sta. 370 + 00)

Regrading and Paving

7,000	Cu. yds.	Excavation, Single Classification	$0.25	$ 1,
10,000	yd.mi.	Truck Haul	0.12	
100	lin.ft.	6" Concrete Pipe	0.60	
100	" "	8" " "	0.80	
100	" "	10" " "	[illegible]	
110	" "	12" " "		
50	" "	15" " "		
20	" "	18" " "		
30	" "	24" " "		
2,200	" "	Salvaging Drain P		
2,370	Tons	Class "A" Asphu		
1,880	"	" "B" "		
1,510	"	" "C" "		
28,400	Sq. Yds.	Surface Finish Coa		
2,900	Cu. yds.	Screened Gravel (Sub Shoulders)		
2,200	" "	Crushed Gravel (Sub-ba Shoulders		
690	" "	Filler		
1,750	Yd.Mi.	Hauling Filler		

Oregon State Highway Department   Project No. 7, (Reop)

AURORA - BROOKS SECTION OF THE
PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon   June 23, 1932

Statement of Completed Work

Engineer's Final Estimate	$ 375,901.32
Overruns, balanced by underruns	1,860.68
	$ 377,762.00
Excess Overruns	$ 24,617.37
Engineering and Contingencies	11,204.29
Total	$ 413,583.66
Total Federal Aid paid	$ 205,729.33
Length of Project 18.000 miles	
Cost per mile	$ 22,976.87
Federal Aid paid per mile	11,429.40

New Work - Roadway (Sta. 265+50 to Sta. 370 + 00)

Regrading and Paving

7,000	Cu. yds.	Excavation, Single Classification	$0.23	$ 1,610.00
10,000	yd.mi.	Truck Haul	0.12	1,200.00
100	lin.ft.	6" Concrete Pipe	0.60	60.00
100	" "	8" " "	0.80	80.00
100	" "	10" " "	1.00	100.00
110	" "	12" " "	1.20	132.00
50	" "	15" " "	1.40	70.00
20	" "	18" " "	2.00	40.00
30	" "	24" " "	5.00	150.00
2,200	" "	Salvaging Drain Pipe	0.60	1,320.00
2,370	Tons	Class "A" Asphaltic Concrete	4.00	9,480.00
1,880	"	" "B" "	4.00	7,520.00
1,510	"	" "C" "	4.00	6,040.00
28,400	Sq. Yds.	Surface Finish Coat	0.05	1,420.00
2,900	Cu. yds.	Screened Gravel (Sub-Shoulders)	1.30	3,770.00
2,200	" "	Crushed Gravel (Sub-base & Shoulders	1.40	3,080.00
690	" "	Filler	0.30	207.00
1,750	Yd.Mi.	Hauling Filler	0.14	245.00
				$ 36,524.00

10% Engineering & Contingencies 3,652.40

Total $ 40,176.40

Length of Reopened Unit 1.997 Miles

Cost per Mile $ 20,118.37

Deficiency -

$$\frac{20,000 - 11,429.40}{20,000.00} = .42853$$

Federal Aid per mile allowable on new work

$ 18,669 x .42853 = $ 8, 000.22

Total Federal Aid Allowable for new work on
reopened unit, $8,000.22 x 1.997 = $15,976.43

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Reopened Portion			
Old Work	$ 45,864.81	$ 22,824.53	$ 23,040.28
New Work	40,176.40	15,976.43	24,199.97
	$ 86,041.21	$ 38,800.96	$ 47,240.25
Non-Reopened Portion	$367,698.85	$182,904.80	$184,794.05
Total (all work)	$453,740.06	$221,705.76	$232,034.30

Oregon State Highway Department Project No. 7 (Reops)

AURORA-BROOKS SECTION OF THE
PACIFIC HIGHWAY IN MARION COUNTY

(Estimate with plans. Not as basis for modified agreement.)

Salem, Oregon, May 14, 1932.

Statement of Completed Work

Engineer's Final Estimate	$ 375,901.32
Overruns, balanced by underruns	1,860.68
	$ 377,762.00
Excess Overruns	24,617.37
Engineering and Contingencies	11,204.29
Total- - - - - - -	$ 413,583.66
Total Federal Aid paid,	$ 205,729.33
Length of Project 18.000 miles	
Cost per mile	$ 22,976.87
Federal Aid paid per mile	$ 11,429.40

New Work - Roadway (Sta. 265+50 to Sta. 370+00)

7,000	cu. yds.	Excavation, Single Classification	$0.25	$1,750.00
10,000	yd. mi.	Truck Haul	0.12	1,200.00
100	lin. ft.	6" Concrete Pipe	0.40	40.00
100	" "	8" Concrete Pipe	0.60	60.00
100	" "	10" Concrete Pipe	0.75	75.00
110	" "	12" Concrete Pipe	0.90	99.00
50	" "	15" Concrete Pipe	1.50	75.00
20	" "	18" Concrete Pipe	2.00	40.00
50	" "	24" Concrete Pipe	2.75	137.50
2,200	" "	Salvaging Drain Pipe	0.20	440.00
				$ 3,916.50

Paving Items (Alternate "A"):

2,370	tons	Class "A" Asphaltic Concrete	5.20	$12,324.00
1,880	"	Class "B" Asphaltic Concrete	4.80	9,024.00
1,510	"	Class "C" Asphaltic Concrete	4.80	7,248.00
28,400	sq. yds.	Surface Finish Coat	0.06	1,704.00

2,900	cu. yds.	Screened Gravel (Sub-base & Shoulders)	$1.50	$ 4,350.00
2,200	" "	Crushed " (" " " ")	1.80	3,960.00
690	" "	Filler	0.30	207.00
1,750	yd. mi.	Hauling Filler	0.12	210.00
		Alternate "A"		$ 39,0[illegible]
				$ 42,943.50
		10% Engr. & Cont.		4,294.35
		Total (based on Alt."A")		$ 47,237.85

Paving Items (Alternate "B"):

1,900	tons	Class "A" Asphaltic Concrete	$5.20	$ 9,880.00
1,880	"	Class "B" " "	4.80	9,024.00
380	"	Class "C" " "	4.80	1,824.00
22,700	sq. yds.	Surface Finish Coat	0.06	1,362.00
5,800	" "	Portland Cement Concrete Pavement	1.90	11,020.00
460	lin. ft.	Expansion Joints	0.30	138.00
3,100	" "	Contraction Joints	0.04	124.00
310	each	Dowels	0.25	77.50
5,500	lbs.	Tie bars & Reinforcement	0.05	275.00
2,200	cu. yds.	Screened Gravel (Sub-base & Shoulders)	1.50	3,300.00
1,660	" "	Crushed Gravel (Sub-base & Shoulders)	1.80	2,988.00
550	" "	Filler	0.30	165.00
1,380	yds. mi.	Hauling Filler	0.12	165.60
		Alternate "B"		$ 40,343.10
				$ 44,259.60
		10% Engr. & Cont.		$ 4,425.96
		Total (based on Alt."B")		$48,685.56

Paving Items (Alternate "C"):

1,500	tons	Class "A" Asphaltic Concrete	5.20	$ 7,800.00
1,320	"	Class "B" Asphaltic Concrete	4.80	6,336.00
320	"	Class "C" Asphaltic Concrete	4.80	1,536.00
18,100	sq. yds.	Surface Finish Coat	0.06	1,086.00
4,500	" "	Concrete Shoulders	2.10	9,450.00
5,800	" "	Portland Cement Concrete Pavement	1.90	11,020.00
460	lin. ft.	Expansion Joints	0.30	138.00
3,100	" "	Contraction Joints	0.04	124.00
310	each	Dowels	0.25	77.50
33,800	lbs.	Tie bars and Reinforcement	0.05	1,690.00

2,700	cu. yds.	Screened Gravel (Sub-base & Shoulders)	$1.50	$ 4,050.00
1,620	" "	Crushed Gravel (Sub-base & Shoulders)	1.80	2,916.00
600	" "	Filler	0.30	180.00
1,500	yd. mi.	Hauling Filler	0.12	180.00
			Alternate "C"	$ 46,583.50
				50,500.00
			10% Engr. & Cont.	5,050.00
			Total (based on Alt."C")	$ 55,550.00

Length of Reopened Unit 1.997 miles

Cost per mile:

Alt. "A"	$ 23,654.40
Alt. "B"	24,379.34
Alt. "C"	27,816.72

Deficiency, -

$$\frac{20,000.00 - 11,488.63}{20,000.00} = .42557$$

Federal Aid per mile allowable on new work,

$18,669 x .42557 = $7,944.96

Total Federal Aid allowable for new work on reopened unit, $7,944.96 x 1.997 = $15,866.08

SUMMARY (New Work Based on Low Alternate)

Item	Total Cost	Federal Aid Funds	State Funds
Reopened Portion:			
Old Work	$ 45,884.81	$ 22,824.53	$ 23,060.28
New Work	47,237.85	15,866.08	31,371.77
	$ 93,122.66	$ 38,690.61	$ 54,432.05
Non-Reopened Portion:			
	$367,698.85	182,904.80	184,794.05
Total (all work)	$460,821.51	$ 221,595.41	$ 239,226.10

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

May 25, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon Federal Aid Project No. 7 Reop., Aurora-Brooks section of the Pacific Highway, were recommended for approval on May 17, 1932.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation, provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer

CONTRACT#1397, 1452,
1463, 1492,

PR 25 Sherman Co. Sec. 1932

1397, 1452, 1463, 1492

#1397

2B-A

July 5, 1934

Shell Oil Company,
Seattle, Washington.

Attention: A. C. Oaks.

Gentlemen:

Reference is made to your letter of July 3rd concerning the Clifton & Applegate Contract No. 1397 - East and West Units, Biggs-John Day River Section of the Columbia River Highway in Sherman County.

Please be advised that the above contract was completed on June 10, 1933 and was accepted July 20, 1933. Final payment was made to the contractors on September 21, 1933. The amount of the final payment was $6,061.74.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

RECEIVED
JUL 5 - 1934

July 3, 1934

Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

Re: Contract #1397
Clifton-Applegate, Inc.
Contractors

Our records indicate that this contract was completed about June 10 last year, and accepted about July 20.

It is our understanding, however, that final settlement has been witheld pending an adjustment with the contractor. We understand further that this adjustment has now been made and we would appreciate having you advise us when final payment will be made to the contractor and in what amount.

Very truly yours,

SHELL OIL COMPANY

A. C. GUSKE
Division Credit Manager

FJH:ET
Enc.

8900

Final - $5,061.74

Sept. 21, 1933

April 23, 1934

Memorandum for Mr. Devers:

Responding to your request of April 18, I am handing you herewith a certified copy of the contract between the State Highway Commission and Clifton and Applegate for the grading of the Biggs-John Day River Section of the Columbia River Highway in Sherman County.

The records disclose that Logan Bros. are subcontractors on this work. Clifton and Applegate also had the contract numbered 1365 for the grading of the Dillon Section but I am not sending you certified copy of that contract due to the fact that your request was for the copy of the contract for work done near Arlington. I shall be pleased to furnish copy of the Dillon contract if you wish it.

The last two contracts awarded by the Commission to Logan Construction Company are contract No. 1424 for the grade widening of the Pacific Highway between Albany and Tangent in Linn County, and contract No. 1473 for the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. Both of these contracts have been completed and final estimates have been paid.

Logan Construction Company has no original contract at the present time with this Commission, however, it is my understanding that they are doing subcontract work for Morrison-Knudsen Company in Lake County in connection with state highway contract No. 1504 for the grading of the White Rock-Lakeview Section of the Fremont Highway.

Very truly yours

Secretary

HBG:jn

CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 18, 1934

Mr. H. B. Glaisyer,
Office.

Dear Sir:

I would like to have a certified copy of the contract with Clifton, Applegate & Toole for work which was done near Arlington, and in connection with which Logan Brothers Construction Company had a subcontract.

I would like information also on the following: Does Logan Brothers Construction Company have any further contracts with us? If not, are they subcontractors under any other state highway contractor at this time?

I want this information to answer an inquiry made by Mr. Foote, an Attorney of St. Helens, who represents some claims against Logan Brothers Construction Company.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW

RM 5-A-1 13740 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 16, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

On the guard rail and site post project for the Deschutes River-John Day River Section, I have taken the liberty to alter the distance between site posts from that shown on your proposal. This spacing has been changed to 150 ft. on curves and 200 ft. on tangents. This is the closest spacing used anywhere in the State. In many places as much as 400 ft. is used. I think you will find it more satisfactory than the closer spacing. On several sections, where closer spacing is used they have taken out every other post as being unsightly and unnecessary. It is better to use a few posts and then install additional ones if necessary, than to place too many at the start.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM 5-C-1 12082 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

April 7, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

There are attached hereto specifications and estimate of the Deschutes River-John Day River Guard Rail Project.

In accordance with the instructions in your letter of April 4 I have specified round cedar cores for all posts. Are you sure that we can get them? I have had an order for a car load lot at Klamath Falls, which was sent in two months ago, and I am still without posts.

I have never seen any of the U.S. Tuthill Highway Guard you speak of in your letter so have not been able to include specifications for it in this job. We have some fence to put up between Dillon and the Deschutes River and Ithought if we wished to try it there it would be better than putting it in the contract. The Minor Betterment Order for this fence is on the approved list of Minor Betterment Orders. I am also planing on replacing some of the old fence just west of The Dalles, also on the approved Minor Betterment list, where it could be built to good advantage and it would probably get more of a try out than it would on the wider roads.

NOTED
State Highway Engineer

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

Special Provisions

Deschutes River-John Day River Section

Columbia River Highway

Cable Guard Fence

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the following work on the Deschutes River-John Day River Section of the Columbia River Highway in Wasco and Sherman Counties.

1. Construction of 11,200 lineal feet of standard One Rail and Cable Guard Fence.

2. Construction of 500 standard sight posts.

The west end of the project is at station 517+50 which station is at the east end of the bridge across the Deschutes River. The east end of the project is at station 2641+09, which station is at the west end of the bridge across the John Day River.

DATE OF COMPLETION

All work to be done under the contract shall be completed not later than June 30, 1934.

CABLE GUARD FENCE

Description:

Where called for by the plans, and where ordered by the engineer, the contractor shall construct standard one rail and cable guard fence.

Location of Guard Fence:

The locations of the guard fence to be constructed are as follows:

Mile	Sta.	to Sta.	Length of Guard Fence	Side of Roadway
107	517+50	514+50	300	North
			210	South
110	366+55	343+65	2290	North
112	266+30	264+40	190	South
112	260+62	260+12	50	North
112	256+50	249+00	750	North
112	244+00	233+30	1070	North
113	229+30	209+60	1970	North
	0+00 = Rufus			
118-119	75+50	100+00	2450	North
120	154+80	156+40	160	South
120	157+00	163+60	660	North
122	253+50	259+00	550	South
122	262+30	264+10	180	South
122	262+30	264+10	180	North
		Total	11,010	Lineal Feet

The right is reserved for the engineer to make such adjustments in the above locations as is deemed necessary or to construct additional guard fence in locations not listed.

Specifications:

The guard fence shall be constructed and paid for in accordance with the standard specification for "Cable Guard Fence" given in Section 43 of the standard specification form except that only the round Port Orford Cedar Posts will be acceptable.

SIGHT POSTS

Description:

Where called for by the pland, and where ordered by the engineer, the contractor shall construct sight posts of the size and height indicated by the attached plan.

Location of Sight Posts:

The stations between which the sight posts are to be constructed are as follows:

M.P.	Sta. to	Sta.	No. Posts	Side of Highway
107	514	510	6	North
109	430	386	17	North
109	430	386	3	South
110	380	368	6	North
110	343	333	8	North
111	333	320	17	North
112	266	264	3	North
112	249	244	5	North
113	206	191	15	North
113	187	172	16	North
113	187	172	16	South
114	172	159	14	North
114	172	159	14	South
114	159	146	3	North
115	122	88	35	South
115	122	88	35	North
116	55	34	22	North
116	55	34	22	South
	0+00 = Rufus			
117	2	6	4	South
117	2	6	3	North
118	24	54	19	North
118	60	68	9	North
118	68	76	10	North
119	100	142	54	North
119	145	154	10	North
120	163	167	5	North
120-121	173	233	64	North
121	238	246	10	North
			445	

The right is reserved for the engineer to make such adjustments in the above locations as is deemed necessary or to construct additional sight posts in locations not listed.

Specification:

Posts: The sight posts shall be of Port Orford Cedar. They shall be the round cores which are produced as a by-product in the manufacture of Port Orford Cedar veneer.

The Port Orford cores shall be round cores at least nine (9) inches, but not more than eleven (11) inches in diameter. They shall contain no knots more than two (2) inches in diameter. They shall be round and free from rot, worm holes and defects which materially weaken the piece.

Details of Construction:

Post holes shall be excavated to the lines and grades established by the engineer and after the line and grades have been checked the post holes shall be back filled, the back-filling material being solidly compacted as it is placed. The backfilling shall be stopped within five inches of the top of the ground until after the post is painted.

All exposed surfaces of the post which are above the ground shall be given two coats of white paint, and the part of the post which is within five (5) inches above and three (3) inches below the ground shall be given two coats of approved black paint.

No paint shall be applied on damp, dusty or unclean surfaces and no painting shall be done during rainy weather. The second coat of paint shall not be applied until the first coat is entirely dry and not within three (3) days of the application of the first coat unless otherwise ordered by the engineer.

After the painting has been completed, the backfilling of the post holes shall be completed to the ground surface. The site of the work shall then be cleaned up, all excess excavated materials and all construction debris being disposed of in a manner satisfactory to the engineer.

Workmanship:

Only high grade workmanship will be accepted. The completed posts shall all be true to the lines and grades to which they were ordered by the engineer to be set. Such of the sight posts which fail to conform with all specified requirements or which are otherwise defective will not be accepted or paid for until all defects are corrected to the satisfaction of the engineer.

Measurement and Payment:

For each of the sight posts constructed as above specified payment will be made at the price bid for "Sight Posts". The quantity to be paid for at that price shall be the number of posts set in accordance with the instructions of the engineer.

Summary of Quantities
and
Estimate of Cost

Deschutes River-John Day River Section
Columbia River Highway

Cable Guard Fence Project
April 5, 1934

	Net	Allowance	Total
Cable Guard Fence	11,010	190	11,200
Sight Posts	445	55	500

Estimate of Cost

Cable Guard Fence	11,200 Lin. Ft.	@ $0.75	$8,400.00
Sight Posts	500 Each	@ 1.25	625.00
			$9,025.00
	Engineering & Contingencies		902.50
			$9,927.50

#1397

25-a

April 2, 1934

Shell Oil Company,
1219 Westlake Ave. N.,
Seattle, Washington.

Attention: A. C. Cuske, Credit Mgr.

Gentlemen:

Receipt is acknowledged of your letter March 30th concerning the Clifton & Applegate Contract No. 1397 - East and West Units, Biggs-John Day River Section of the Columbia River Highway in Sherman County.

Please be advised that the above contract was completed June 10, 1933 and was accepted July 20, 1933.

No claims have been filed to date against the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

March 30, 1934.

RECEIVED
[illegible] 1934

Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: State of Oregon Contract No. 1397, U. S. Highway #30, Biggs-John Day River section of Columbia River Highway; Clifton and Applegate, contractors.

We would appreciate knowing what progress has been made on this contract, giving percentage of the work finished. If this job has been completed, has it been accepted by your department and on what date? Please also give us the total amount of liens filed to date.

Yours very truly,

SHELL OIL COMPANY

FJH:NEZ

A. C. GUEKE
Division Credit Manager

March 27, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $12,900.91, for the Sherman County Section, Project No. 25.

In a manner similar to the work on Project No. 37, the proposed bituminous macadam wearing surface between Station 260+58 to 0+00 to Station 264+09.3 was placed under a separate agreement as Project No. NRH 25, and it is our request that Project No. 25 be accepted as complete and the final voucher be approved for payment.

The mineral aggregate used in connection with the work under Project No. NRH 25 has been included as participating work under Project No. 25.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

J 25

March 22, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the recent conversation between Mr. Davis and Mr. Nash regarding the allotment of Federal Funds to NRH 206-A and B.

It was stated that you intend to set up the Federal Aid Funds released upon payment of F. A. projects 26 and 27 to NRH 206-A and B, and thereby release NRH Funds for use on other projects.

It will be at least a month or more before the final vouchers for F. A. projects 26 and 27 can be submitted and paid, and the NRH Funds already requested exceed the apportionment. We suggest that the project agreement estimates for NRH 206-A and B be submitted immediately, requesting at least $20,000 less NRH Funds than set up at present and show the difference as coming from State funds. Later, after the final vouchers for F. A. projects 26 and 27 have been paid and the excess Federal Aid Funds released, a modification of the agreements for NRH 206-A and B may be requested to substitute Federal Aid Funds for the State funds previously shown.

If this suggestion is not satisfactory to you, it is essential that some other adjustment of funds be made immediately.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Senior Hwy. Engineer

25-a

March 20, 1934

Mr. R. H. Baldock:

Herewith final estimate for the John Day River Bridge, together with a report from Mr. Paxson indicating the reason for the overruns.

You will doubtless recall that we had considerable trouble with the fill and we also found it necessary to drive piling much further than we originally anticipated. We also had a great deal of trouble maintaining the surfacing on both the new approaches and the detour road.

All of these conditions caused the structure to overrun.

B. McCullough

NOTED

CBM:LD
Attached

March 19, 1934

Mr. C. B. McCullough
Bridge Engineer
Office

Dear Sir:

Attached hereto is the final estimate release for the John Day River Bridge in Clatsop County, contract No. 1463. There is a total overrun above the amount shown on the original contract of $6,183.70, being 11.4% of the original contract. This overrun does not include engineering charges. The overrun is made up of several items and the following is offered as an explanation of the overruns on items which exceed 10%:

1. Untreated Piling. The original estimate called for 900 feet of untreated piling. We actually used on this job, 4053 feet of untreated piling. The material encountered in the stream bed was much softer than had been anticipated and it was necessary to increase the length of all of the fender piling above that contemplated in the original estimate. This accounted for an increase of approximately 650 feet. We also added dolphins at each end of the main pier fenders. These were placed to protect the point of the fender since even with the longer piling the fenders were quite flexible due to lack of lateral support.

In driving the creosoted piling, we found that the lengths as ordered and delivered were not long enough to give sufficient bearing. Rather than take over the piling which had been delivered, we spliced on approximately twenty feet of untreated material on the tip end of the treated piling. This increased the total length of untreated piling by some 300 feet. During the placing of the approach embankment at the east end of the structure, considerable movement of the sub-soil was occasioned by the added weight of the fill. In order to check this sub-soil movement, we drove 1820 feet of untreated piling along the toe of the approach embankment.

The above items account for the overrun of the untreated piling.

2. Untreated Lumber. This item overran the original estimate by 140%. It is due in the main to under estimating the amount of lumber which would be used in the fenders, however, a considerable portion is

due to the substituting of untreated lumber for treated lumber in that portion of the bracing of the main pier which is always below water. It was not found practicable to drive the piling for this pier to a position exact enough to permit the use of preframed treated material. Untreated material was therefore substituted for it.

3. Machinery. This item overran the original estimate by 39.4%, and was principally due to the inclusion of the steel rail which acts as a track for the trunnion wheels of the swing span. In the original estimate, this had been included as structural steel. It is, however, properly classified as machinery and was so paid. This reclassification accounts for a considerable portion of the underrun on structural steel.

4. Excavation. The amount of excavation necessary in obtaining the material for the approach embankment overran the preliminary estimate by 13.4%. This is due almost entirely to the settlement of the sub-soil under the approach embankment.

5. Truck Haul. This item also overran the quantity shown in the original estimate by 13.4%. The overrun is due to the same causes as set forth above under excavation.

6. Base Course Surfacing. This item overran the quantity on the preliminary estimate by 161% and is due to the increase of the depth of the base surfacing from 6" to 9" and of the width from 20' to 24'. The quality of the material in the approach embankment was such that the lighter surfacing would not hold up under travel.

7. Top Course Surfacing. This item over ran the original quantity by 278% and is due to the surfacing of the approach roads leading into the main highway within the project. These were not provided for in the original estimate.

Included in the overrun is $1370.08 in extra work orders, the necessity for which work is set forth in these orders. We also include $311.25 in payment for pile cutoff which payment is made under our specifications but for which no provision is made in the original estimate. We also took over from the contractor, $311.55 worth of piling, extra material ordered but not used.

Very truly yours

G. S. Paxson
Field Engineer

GSP LD
Attached

25-a

February 21, 1934

#1463

McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Attention: Mr. Phillips, Auditor

Gentlemen:

Responding to your telephone request of this date, I wish to advise that final payment has not been made to F. L. Odom for the construction of the John Day River Bridge on the Columbia River Highway in Clatsop County, contract No. 1463. Investigation reveals that final payment will be approximately in the amount of $5,840.00.

It appears that there is some disagreement with regard to the structural steel furnished in connection with this job and final payment to the contractor will necessarily have to be held pending settlement of this matter. In any event, by following the usual procedure this payment could not be made sooner than three weeks.

Very truly yours

Secretary

HBG:jn

Feb, 21, 1934

Cont. #1463 - F. L. Odom - John Day River Bridge -

Paid to date - $54,398.40 - Retained $4,029.98 -

Final payment will be in amount of approximately $5,845.20 and final payment will be made as soon as agreement has been reached in regard to some structural steel.

Resident Maintenance Engineer Hodge reports that it has been necessary to do a small amount of work removing slides between Biggs and the John Day River, for which extra gang work order 28 MC-114 in the amount of $1000.00 was submitted with the budget.

This order appears on the approved budget. May we please have the approved copy of the order?

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

WOW/c

FORM 5-C-1 18088 1500 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

4R25

February 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. J. N. Bishop

Dear Sir:

Resident Maintenance Engineer Hodge reports that it has been necessary to do a small amount of work removing slides between Biggs and the John Day River, for which extra gang work order 28 MC-114 in the amount of $1000.00 was submitted with the budget.

This order appears on the approved budget. May we please have the approved copy of the order?

Yours very truly

K. D. Lytle
Division Engineer

By

W. O. Widdows

WOW/c

FORM 8-C-1 11848 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

PR 25

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JAN 15 1934
OREGON
STATE HIGHWAY COMMISSION

January 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Attached you will find Price Agreement No. 1 on Contract # 1492, covering cleaning of rock.

If you will return the semi-final estimate on this job we will add this item, providing the agreement is approved.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH 25

POST OFFICE BUILDING
PORTLAND, OREG.

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2

State Oregon

Project No. [redacted] 25.

Agr- 6276

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
[illegible]

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of November, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73d Congress) approved June 16, 1933:

Whereas the Highway Department of said State submitted on the .... day of ...., 19...., a project statement, which was approved by the Secretary on the 23d day of October, 1919, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section xxxxxxxxxxxxxxxxxx of~~ said project which were recommended for approval by the United States District Engineer on the 5th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-six thousand, eight hundred twenty-six and 99/100 dollars ($46,826.99) as the share of the United States payable under said act on account of ~~Section xxxxxxxxxxxxxxx of~~ said project, which ~~d[illegible] Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

5

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 260+58, in the S. W. 1/4, Sec. 9, T. 2 N., R. 16 E., W.M., near Biggs, and survey station 264+09.3, in the N. E. 1/4, Sec. 23, T. 3 N., R. 17 E., W.M., at the west end of the bridge across the John Day River.

, length 9.548 miles, in Sherman County, being Oregon National Recovery Highway project No NRH 25, consisting of 9.539 miles of roadway and 1 bridge of more than 20 feet clear span, 0.009 of a mile in length, known locally as the Biggs-John Day River section of Columbia River Highway, between official control points Biggs and Arlington.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ of said project shall not in any event exceed the sum of forty-six thousand, eight hundred twenty-six and 99/100 dollars ($ 46,826.99), certified to the Secretary of the Treasury as above mentioned, which is ~~shall not exceed the authorized Federal pro rata share of~~

~~dollars ($~~), the approved total estimated cost of ~~Section~~ of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.

(Indicate reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [redacted] of said project shall not in any event exceed the sum of forty-six thousand, eight hundred twenty-six and 99/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 25, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $46,826.99 as the total estimated cost of said project, and the sum of $46,826.99 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 13 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture~~
By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931. 8—4829

FORM S-A-1 11884 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

25-a

December 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

In regard to the Price Agreement #1492, for the J. F. Forbes Contract, I beg to advise that from previous conversation with you I formed the opinion that Forbes has no one to blame but himself for selecting Seufert Gravel. It is my understanding that the pit was furnished by us and on account of some economies which he imagined he could effect in his operation he decided to pay Seufert a 10 cent royalty.

The payment of royalties in any such amount is contrary to the State Highway policy and much against good practice, therefore in the future the contractor should be refused permission to use material which involves the establishing of such royalties in any community.

It is impossible for us to pay this royalty, as we do not care to establish a precedent, and it is also impossible for us to falsify our records by giving him more haul than he actually incurred by showing the haul from the original pit. It is impossible for us to obtain any cooperation from the Bureau for increasing Forbes' price per yard; therefore Forbes in his use of the Seufert pit has placed us in a position where it is impossible for us to aid him except with the expenditure of State funds.

In view of the fact that Forbes made these changes of his own volition, we do not feel that we are under any obligations to go to so much trouble to help him in the matter and must deny his request for any assistance.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

CC to
R. H. Baldock

By

H. G. Smith,
Construction Engineer.

25-a

December 12, 1953

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

We are returning herewith the price agreement, which you submitted to cover "Extra Cost of Gravel from Pit at Station 1445," in connection with the Dillon and Biggs-John Day River Sections, Contract No. 1482.

This price agreement is not approved for the reason that the arrangement to use the gravel pit at Station 1445, instead of the gravel pit at M. P. 97.5, as provided in the special provisions, was made to suit the convenience of the contractor and not the State.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/GS

Encl.

25-a

November 28, 1933

Mr. H. G. Smith
Office

Dear Sir:

I am returning herewith Major Betterment Work Orders submitted by K. D. Lytle, the one for $10,000 covering guard fence between the Deschutes River and the John Day River, and the other for $10,000 covering grade and alignment revision between M. P. 12.6 and 15.5 on the Klamath Falls-Lakeview Highway.

As I advised you, we do not use this Major Betterment Work Order form any more, but perform all such work by contract. Inasmuch as we do not have any state construction funds and, due to the present uncertainty with reference to our revenues on account of the proposed changes at this special session of the legislature, we are in no position to attempt either of them at this time. I would suggest that they be kept in mind and used in the next program with government funds, should there be any; otherwise, we can determine later in the spring if there will be sufficient state funds, in which case I will recommend the guard fence construction to the Commission.

Please take this matter up with me again along in January or February.

Very truly yours,

State Highway Engineer

RHB:HI

cc K. D. Lytle

November 23, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher, in amount of $17,049.18, for the Biggs-John Day River Section, Project No. E-25. We are likewise enclosing three copies of easements granted by the O. W. R. R. & N. Company covering the portions of their property where encroachments are made by the highway.

Blueprint copies of the plan sheets revised to conform with the actual encroachment conditions are being sent under separate cover.

No statement of constructed length is being made at this time, as it appears desirable to delay this until submitting the final voucher for Project No. 25, which covers the entire original project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

J 18

Form 333—4M—8-33.

RECEIVED
NOV 6 - 1933

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Nov. 4, 1933

Section [illegible]

Kind of work Bituminous Macadam

Highway [illegible]

Section prefix [illegible] 25-a

Contractor [illegible]

Contract number 1492

Date of contract [illegible], 193[illegible]

Date of completion ~~October 23~~ June 30, 1934

Date work started [illegible], 193[illegible]

Estimated date of completion " ", 1933

Amount of contract $41,082.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $46,500.00

Per cent of contract completed, based on total contract price %

Engineering costs to date, $2,041.70, 4.4 %

Date project was completed Oct. 25, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible] W. [illegible] left [illegible] on Nov 3 [illegible]. [illegible] will report to John [illegible]

[illegible] has been transferred to, and is now [illegible] Dalles. Ralph [illegible] report [illegible] probably on [illegible]

[illegible] compiled and completed. [illegible]

[illegible] contractor, [illegible], we have [illegible] in order to settle a dispute and [illegible] principal contractor (Lake) [illegible] (?) in regard to the [illegible] which the sub-contractor [illegible] considerable extra work and [illegible] permission.

W J Walsh

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Sent

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
NOV 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

November 2, 1933

25

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am sending for your approval a Price Agreement on J. F. Forbes' contract No. 1492 which provides for an increase of of 10¢ per cubic yard on the gravel used in the shoulders of the Dillon Section.

The pit used by the contractor was located 1.5 miles closer to the job than the pit specified in the contract, which saved us 22.5 cents per yard on the haul. However, the contractor was forced to pay the owner of the pit 10 cents per yard for this gravel. Due to the saving in haul it is recommended that the cost of the royalty be taken care of by the state.

The reason the contractor took this pit and assumed the royalty charges was due to the fact that he was afraid that his trucks might go through the bridge across the canal. We did not designate this new pit in our contract because Seufert Bros., the owner, positively declined to let us have it under any conditions at the time the specifications were written.

Yours very truly

K. D. Lytle

K. D. Lytle
Division Engineer

RECEIVED
NOV 3 - 1933
[illegible]

kdl/c
encl.

#1463

25-a

October 17, 1933

Hartford Accident & Indemnity Co.
Jewett, Barton & Leavy, John Kern Co.
Lewis Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Pope Trullinger against the bond taken from F. L. Odom in connection with contract No. 1463 covering bridge construction over the John Day River on the Columbia River Highway. This claim represents rental of equipment and amounts to $5.00.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
cc:
F. L. Odom
211 U. S. Bank Building
Salem, Oregon

October 17, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your communication of October 13th with attached copies of notice of claim which has been filed by Pope Trullinger against the bond taken from F. L. Odom in connection with contract No. 1463 which was awarded F. L. Odom for bridge construction over the John Day River on the Columbia River Highway. We note this claim is for rental of equipment and amounts to $5.00.

In accordance with our usual practice we are today notifying the surety and the contractor of the filing of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

October 13, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Pope Trullinger for rental of equipment in the amount of $5.00 against the bond taken from F. L. Odom, principal, and Hartford Accident & Indemnity Company, surety, for work on a bridge over John Day River near Astoria, contract No. 1463.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
OCT [illegible] 1933

PY

30 Bond St.,
Astoria, Oregon,
Oct. 11, 1933.

To the Secretary of State,

State of Oregon.

Notice hereby is given that the undersigned, Pope Trullinger, has a claim for rental of two concrete buggies from June 10, 1933 to June 19, 1933 inclusive, in the sum of Five Dollars ($5.00) against the bond taken from F. L. Odom and Hartford Accident & Indemnity Company for the work of F. L. Odom in connection with contract No. 1463 which was awarded him for the construction of a bridge over the John Day River near Astoria.

POPE TRULLINGER

Endorsed: File No. 2328
Filed October 13, 1933
HAL E. HOSS,
Secretary of State

FORM 2-A-1 10000 [illegible] 7-33

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

25-a

October 9, 1933.

In Reply Please
Refer to File No.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Regarding the method of sweeping bituminous macadam between the first and second seal, it is our interpretation that power broom may be used. You may advise Mr. Forbes that he may use power broom between the first and second seal unless otherwise ordered by the Bureau of Public Roads.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R. H. Baldock

NOTED
[illegible] State Highway Engineer

#1463

25-a

October 9, 1933.

Hartford Accident & Indemnity Co.
Jewett, Barton & Leavy, John Kern Co.
Lewis Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of a letter received from Pope Trullinger stating that he has a claim in the sum of $5.00 against F. L. Odom for rental of two concrete buggies used by Mr. Odom in connection with his contract No. 1463 for construction of the John Day River Bridge near Astoria on the Columbia River Highway.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary
encl.

cc - F. L. Odom,2
211 U.S. National Bank Bldg.,
Salem, Oregon

October 9, 1933

Mr. Pope Trullinger
30 Bond Street
Astoria, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 7th advising us of your claim in the sum of $5.00 against F. L. Odom for rental of two concrete buggies used by Mr. Odom in connection with contract No. 1463 which was awarded him for the construction of a bridge over the John Day River near Astoria.

In connection with this contract Mr. Odom was required to furnish the State with a surety bond for the protection of all labor and material claims incurred against this work. This bond was written by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy, John Kern Company are the Resident Agents with offices in the Lewis Building, Portland.

Would suggest that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

30 Bond St.,
Astoria, Oregon,
Oct. 7, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:-

From June 10 to June 19, 1933 inc. I rented to F. L. Odem, 2 Concrete Buggies, through Brookfield Co. who took them to John Day Bridge Job and brought them back.

I have mailed F. L. Odem a bill for $5.00 rent, a number of times. I have not received the money nor a reply.

How can I collect this bill from him?

Yours truly,
Pope Trullinger

RECEIVED
OCT 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 27, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Enclosed are two copies of agreement for Oregon NRH-25, Biggs-John Day River Section of The Columbia River Highway. Also enclosed is one copy of estimate dated August 29, 1933, which has been used as the basis for the agreement.

In order that the same items of work may not be included under two agreements, we have requested the Chief of Bureau to approve a change in type on the regular Federal Aid Project, under the provisions of Regulation 6, Section 10. As amended, this project will consist of 4.775 miles of bituminous macadam, 9.921 miles of gravel surfaced road and two bridges, 0.077 of a mile in length. A revised estimate should be submitted promptly to supersede the estimate dated June 23, 1932, which was approved as a substitute estimate for auditing vouchers. The revised estimate should eliminate the items now included in the NRH project and retain the items of "Rock in Stockpile" on which the State wishes to claim Federal Aid under the old agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer.

P.S. An approved copy of the specifications is also enclosed herewith.

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

#1463

25 a

September 25, 1933

Mr. F. L. Odom,
United States National Bank Bldg.,
Salem, Oregon.

Dear Sir:

Please be advised that the time limit on your contract No. 1463 - Bridge over the John Day River on the Columbia River Highway in Clatsop County expired on August 31, 1933.

Kindly make application for further extension of time on this contract. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Bridge Dept.

#1463

25-a

Sept. 22, 1933.

Sherwin-Williams Company
484 Everett Street
Portland, Oregon

Attention: J. G. Chatfield
Mgr. Credits & Acctg.

Gentlemen:

Reference is made to your communication of September 20th regarding your claim in the amount of $81.06 against F. L. Odom for material furnished in connection with State Highway Contract No. 1463 which was awarded to him for the construction of the John Day River Bridge near Astoria.

It is our understanding that this job will be finished about October 1st. The bond furnished in connection with this job was written by the Hartford Accident and Indemnity Company for whom Jewett, Barton & Leavy, John Kern Company, are the Resident Agents with offices in the Lewis Building, Portland.

Would suggest that you file notice of your claim with the Secretary of State, in conformance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

We are today notifying the surety of the existence of this claim, in accordance with our usual practice.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC
encl.

Secreta

Sept. 22, 1933

Hartford Accident & Indemnity Co.
Jewett, Barton & Leavy, John Kern Co.
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Sherwin-Williams Company of Portland stating that they have a claim amounting to $81.08 against the bond furnished by F. L. Odom in connection with State Highway Contract No. 1463 which was awarded Mr. Odom for the construction of the John Day River Bridge near Astoria.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - F. L. Odom
211 U. S. Bank Bldg.,
Salem, Oregon

THE SHERWIN-WILLIAMS CO.
OF OREGON
484 EVERETT STREET
PORTLAND, ORE.

Sept. 20th, 1933

State Highway Commission,
Salem, Oregon.

Re: John Day Bridge

Gentlemen:

We have furnished material in the amount of $81.08 on the above job on the order of F. L. Odom. This material was furnished under date of June 20th and to date we have not as yet received check to cover.

Will appreciate if you will kindly advise if the job is completed and if final disbursement has not been made. Will appreciate if you will kindly assist us in securing payment.

Your early advice will be greatly appreciated.

Yours very truly,

THE SHERWIN-WILLIAMS CO.
of Oregon

J G Chatfield
Manager Credits & Acctg.

JGC:ML

RECEIVED
[illegible] 1933
OREGON

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

PR 25

OREGON STATE HIGHWAY COMMISSION
SALEM

September 18, 1933.

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. J. F. Forbes,
Contractor,
Rufus, Ore.~~

NOTED
State Highway Engineer

Dear Sir:

Your r equest for permission to subcontract the hauling on the Dillon and Biggs-John Day River Section in two sub-contracts (one to W. T.Bolinder and R. N. Shumate and one to T. B. Eich and Roy Shumate) is hereby refused.

These sub-contracts have been protested by the U. S. Employment service on the ground that they are not in keeping with the National Recovery Act in that a subterfuge is being practiced to permit all four men to work on this contract whereas only two should legitimately be employed.

Please Re-arrange this sub-contract so that it is made in one contract instead of two and discontinue the use of two of the men on this contract.

The U. S. Employment Service has shown a disposition to be efficient, practical and very considerate of the contractors in the selection of labor, therefore I am sure that you will find it advisable to cooperate with them to the fullest extent.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By,

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock ✓
K. D. Lytle
W. J. Walsh
J. F. Forbes,
Olympia, Wash.

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1125

OREGON STATE HIGHWAY COMMISSION

SALEM

September 18, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. F. Forbes,
Contractor,
Rufus, Ore.

NOTED
State Highway Engineer

Dear Sir:

Your r equest for permission to subcontract the hauling on the Dillon and Biggs-John Day River Section in two sub-contracts (one to W. T.Bolinder and R. N. Shumate and one to T. B. Eich and Roy Shumate) is hereby refused.

These sub-contracts have been protested by the U. S. Employment service on the ground that they are not in keeping with the National Recovery Act in that a subterfuge is being practiced to permit all four men to work on this contract whereas only two should legitimately be employed.

Please Re-arrange this sub-contract so that it is made in one contract instead of two and discontinue the use of two of the men on this contract.

The U. S. Employment Service has shown a disposition to be efficient, practical and very considerate of the contractors in the selection of labor, therefore I am sure that you will find it advisable to cooperate with them to the fullest extent.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By,

[illegible]. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
K. D. Lytle
W. J. Walsh
J. F. Forbes,
Olympia, Wash.

NOTED
State Highway Engineer

FORM 2-A-1 [illegible] 7000 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

252

September 14, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

I have discussed the matter of sub-contracts on the J. F. Forbes job with Mr. Probert and he does not consider that there is any violation of the contract, either by the men being residents of Washington or in the matter of letting sub-contracts.

Although your letter is not definite enough to determine that feature, we assume that T. B. Ich, Ray Schumate, N. T. Wolinder and R. N. Schumate had owned a fleet of trucks by partnership agreement and that they had abrogated this agreement and are assembled into two portions so that all four members could perform labor under the contract.

If they actually have formed a new partnership they can of course enter into a new subcontract as Forbes is entitled to four sub-contracts totaling 20% of his work. If you have definite proof however that all four men still belong to one firm, which has not been dissolved we could forbid two of them from working on the job, but your proof would need be definite and not merely speculative.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

NOTED
State Highway Engineer

15-a.

September 13, 1933

RECEIVED
SEP 14 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith application of J. F. Forbes for permission to sub-contract the hauling being done on his contract No. 1492.

I believe that these trucks are owned by one outfit but in order that more than two of the firm could work they have split the equipment and made two contracts. I also believe that all the men signing the contract are residents of the State of Washington although they have been working in this state for the last year.

It seems to me that the splitting of this contract into two parts is a mere subterfuge to permit more than two members to work. It seems to me that this manner of handling the sub-contracting does not comply with the spirit of the contract.

Please advise if permission to sub-contract in this manner is acceptable to you.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

CC to
W. J. Walsh

25-a

September 13, 1933

Mr. J. F. Forbes
110 East Union Street
Olympia, Washington

Dear Sir:

Inclosed for your records and files is an executed copy of the contract recently awarded to you for the construction of the Dillon and Biggs-John Day River Sections of the Columbia River Highway in Wasco and Sherman Counties.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

FORM 8-A-1 6701 7000 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25-a

OREGON STATE HIGHWAY COMMISSION

SALEM

September 12, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

NOTED
State Highway Engineer

Dear Sir:

In regard to your question as to whether the sub-contractor can work on a job in other than a supervisory capacity, we believe that the labor provisions are quite plain. The contractor may sub-contract work not to exceed 20% of the total amount of work included in the contract, but in no case may the total number of sub-contracts exceed four. Only two members of the sub-contracting firm may be actively engaged in the work and these two members shall be subject to all the labor requirements as set forth in the Special Provisions. The sub-contractor must conform to all labor provisions for skilled or unskilled labor. That means that he must procure all men through the designated employment agency, submit payroll, pay at least the minimum wage as does the main contractor. Special provisions also state that "No portion of the work shall be sub-let, assigned or otherwise disposed of except with the written consent of the contracting officer or his authorized representative, and that copies of all sub-contracts shall be furnished to the engineer before any work thereon is commenced.

With regards to the question as to how many members of the contractor's firm may be engaged on the work, will say that this is not definitely provided for in the special provisions, but since the primary purpose of the act is to afford relief for the unemployed, it would be the intent that the same restrictions would apply to the main contractor as to the sub-contractor.

Since the contractor can hire men in executive, administrative and supervisory capacities without regard to list furnished by designated employment agencies, then as many members of the firm as required could be used in these capacities, such as superintendent, foremen, etc., but in these capacities they could not be actively engaged in the work and since two members of the sub-contractor's organization can be actively engaged on the work as skilled or unskilled labor, it is assumed that this would also apply to the main contractor. But such men so engaged would have to comply with the same labor provisions as to hours worked, as would any other skilled or unskilled laborer.

This would mean that only two members of the contractor's firm can be actively engaged in the work and that they could only work 30 or 40 hours per week as provided for in the Special Provisions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R. H. Baldock

M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 11, 1933

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

The question has arisen in regard to the Forbes job as to whether a sub-contractor can work on the job in other than a supervisory capacity. At present Forbes intends to sub let his hauling and I would like to know if the sub-contractors can drive their own trucks unrestricted as to hours, etc. The people who intend to sub contract are residents of Washington, which further complicates the matter.

An early reply to this letter would be appreciated as they intended to start hauling today.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
CC to W. J. Walsh

25-a

September 11, 1933

Mr. W. J. Walsh
Resident Highway Engineer
The Dalles, Oregon

Dear Sir:

Please refer to our letter of August 29th, instructing you to wire W. H. Lynch of the U. S. Bureau of Public Roads on the day that work is started on the Dillon and Biggs-John Day River Bituminous Macadam Job, Contract No. 1492.

The Bureau of Public Roads now requests, in addition to the wire giving the beginning date of the job, that we notify them by letter as work is started on each separate National Recovery Highway Project, in cases where there are two or more NRH projects on a state contract.

In your wire to Mr. Lynch, you will give the contract number and the NRH project number on which work is first begun, instead of naming both NRH projects as indicated in our letter of August 29th. When work is commenced on the other NRH project, you will notify Mr. Lynch by letter.

A copy of the letter, as well as a copy of the wire to Mr. Lynch, should be sent to the Salem office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/RR

cc K. D. Lytle

#1463

25-a

September 6, 1933

Mr. W. H. Elliott
4936 Brooklyn St. S. E.,
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 2 informing us that you have a bill of $3.50 against F. L. Odom in connection with the contract that was awarded to him by the State Highway Commission for the construction of a bridge over John Day River near Astoria on the Columbia River Highway in Clatsop County, State Highway Contract No. 1463.

Mr. Odom was required to furnish a surety bond to the State for the protection of any and all legitimate claims incurred against the above described project. This bond was written by Hartford Accident & Indemnity Company for which Jewett, Barton & Leavy are local agents, with offices in the Lewis Building, Portland, Oregon. We offer this bond to you for the protection of your claim and suggest that you communicate with the agents regarding your bill.

If your bill is not paid within a short time we recommend that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a copy of which is enclosed for your information.

In conformance with our usual practice we are notifying the surety company of your claim.

Very truly yours

Secretary

AJ

September 6, 1938

Hartford Accident & Indemnity Company
℅ Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are informed by Mr. W. H. Elliott, 4936 Brooklyn St. S. E., Portland, that he has a claim in the sum of $8.50 against F. L. Odom, to whom the State Highway Commission awarded the contract for the construction of a bridge over John Day River near Astoria on the Columbia River Highway in Clatsop County.

The bill is for hauling pile driver from John Day Bridge to county shed.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc F. L. Odom
Salem, Oregon

4195 E. Brooklyn St SE
Portland Ore
Sept 2nd 33

State Highway Com-
Salem

Gentlemen
I am mailing you a duplicate of a bill for Hauling a pile driver for F. L. Aathan contractor on the John-Day Bridge (Astoria.
I put in 5 hrs with a 3 ton truck and trailor and he refuses to pay the bill or any part of it as he is contracting under the State Highway would you please advise me what procedure to take.

I remain
W. H. Elliott

RECEIVED
SEP - 1933
OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

15-2

MISSION

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

asking
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information
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GINEER.

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19

Hay Brady

Amount Forwarded

Astoria

Pile Driver

John Day Bridge

County

Res Hwy

$3 50

18 hrs

37

P. B. S. CO. LOS ANGELES [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

15220

TATE HIGHWAY COMMISSION

SALEM

August 31, 1933

IN REPLY PLEASE
REFER TO FILE NO.

ar,

On August 18th we wrote you asking
t necessary to procure two encroachments
O. W. R. & N. Biggs-John Day River Section.

We would like to have this information at your early convenience so that the information can be forwarded to the Bureau of Public Roads.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock

FORM 3-A-1 0701 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 31, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

On August 16th we wrote you asking why it was not necessary to procure two encroachments on the O. W. R. & N. Biggs-John Day River Section.

We would like to have this information at your early convenience so that the information can be forwarded to the Bureau of Public Roads.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock

FORM 3-A-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

65-2

OREGON STATE HIGHWAY COMMISSION

SALEM

August 30, 1933

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. K. B. Lytle,~~
~~Division Engineer,~~
~~Bend, Oregon.~~

Dear Sir:

Reference is made to the purchase of culvert pipe not used on the Clifton & Applegate contract near Biggs. The usual procedure of purchasing pipe from contractors is by Price Agreement. Since this project has been finaled and final voucher made out, we are approving this method of purchase but in the future purchases of this nature are to be made under Price Agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R.H. Baldock ✓

CC to
C. P. Bishop

NOTED

[illegible] Engineer

25-a

August 29, 1933

Mr. W. J. Walsh
Highway Resident Engineer
Bend, Oregon

Dear Sir:

On the day that work is started on the J. F. Forbes contract for bituminous macadam construction on the Biggs-John Day River and Dillon Sections on the Columbia River Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as contract fourteen ninety-two, National Recovery Highway Projects twenty-five and thirty-seven.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc K. D. Lytle

25-a

August 29, 1933

Mr. J. F. Forbes
110 East Union Street
Olympia, Washington

Dear Sir:

For use in connection with the Biggs-John Day River and Dillon Bituminous Macadam project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the (National Reemployment Office, City Hall, The Dalles, Oregon).

A supply of the forms, on which to make the applications, is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc K. B. Lytle
cc W. J. Walsh

Encl.

AUGUST
Twenty-Ninth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Biggs-John Day Section, Project No. NRH-25.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-25

BIGGS-JOHN DAY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1933

BITUMINOUS MACADAM WEARING SURFACE, TYPE B-7

Roadwork: (Sta. 260+58 to Sta. 0+00 = 0+00 to Sta. 264+09.3):

9.8	miles	Preparation of Base	$ 50.00	$ 490.00
13,190	cu. yds.	Placing Mineral Aggregate	1.15	15,168.50
23,480	yd. mi.	Hauling Mineral Aggregate	0.18	4,226.40
849.5	Tons	Asphalt in Place	23.20	19,708.40
99.9	Tons	Emulsified, or Cut-back Asphalt in Seal Coat	23.20	2,317.68
1,200	cu. yds.	Gravel Shoulders	0.25	300.00
2,200	yd. mi.	Hauling Gravel Shoulders	0.15	330.00
			Sub-total	$ 42,540.98
			10% Engr. & Cont.	4,254.09
			Total	$ 46,795.07

Gurkin Canyon Bridge

10	cu. yds.	Placing Mineral Aggregate	$ 1.15	$ 11.50
20	yd. mi.	Hauling Mineral Aggregate	0.18	3.60
0.5	Tons	Asphalt in Place	23.20	11.60
0.1	Tons	Emulsified or Cut-back Asphalt in Seal Coat	23.20	2.32
			Sub-total	$ 29.02
			10% Engr. & Cont.	2.90
			Total	$ 31.92

Length of Roadway	9.839 miles
Length of Gurkin Canyon Br.	.009 "
Total length	9.848 "
Cost per mile	$ 4,756.07

National Recovery Highway Funds Requested:

Roadway	$ 46,795.07
Bridge	31.92
	$ 46,826.99

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

#1397

25-a

August 29, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1397 for the construction of the East and West Units, Biggs-John Day River Section of the Columbia River Highway in Sherman County, has been completed by the contractors, Clifton & Applegate, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 8, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with the contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $172,745.53 including the final payment. Of this amount $944.76 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 2-C-1 0068 500 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

25-a

August 26, 1933

RECEIVED
AUG 28 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ✓Mr. H. G. Smith

Dear Sir:

When Clifton & Applegate completed their contract at Biggs there was left over 42 feet of 12" corrugated iron pipe and 39 feet of concrete pipe. We can use this pipe and if it meets with your approval, please start the bill through for payment. I presume that as we have charged this bill to a maintenance prefix, Mr. Bishop's approval will also be necessary.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

CC J. N. Bishop

NOTED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 25, the Biggs-John Day River section, bituminous macadam, to J. F. Forbes, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 9-S4 6161 7000 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25-a

OREGON STATE HIGHWAY COMMISSION
SALEM

August 16, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. K. D. Lytle,~~
~~Division Engineer,~~
~~Bend, Oregon~~

Dear Sir:

On our Federal Aid Sheets made up for the Biggs-John Day River section there were several encroachments on the OWR&N company. Two of these encroachments were not procured and it will be necessary to advise the Bureau of Public Roads why they were not procured. One of these encroachments was from Station 172+50 to 176+00 and the other from Station 137+00 to 151+00. Will you please advise why it was not necessary to obtain these two encroachments so that we may advise the bureau.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

Dictated by:
Charles E. Low
b
cc: R. H. Baldock

#1397

25-a

August 9, 1933

U. S. Fidelity & Guaranty Company
G. Cunningham, Agent
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from C. C. Wilson, Rufus, Oregon, advising that he has received payment in full of the board bill against Clifton & Applegate in connection with the grading of the Biggs-John Day River Section of the Columbia River Highway in Sherman County. We are giving you this information since you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG
jn

CC Clifton & Applegate
Hutton Building
Spokane, Washington

August 9, 1933

Mr. C. C. Wilson
Rufus, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 4, 1933 advising that you have received payment in full of your bill against Clifton & Applegate for board in connection with state highway contract No. 1397 for the grading of the Biggs-John Day River Section of the Columbia River Highway in Sherman County.

We have made the proper entry on our records and are today advising the surety and the contractor that you have acknowledged satisfaction of your claim.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1397

Rufus, Ore.
Aug. 4, 1933

RECEIVED
AUG 8 - 1933
OREGON
[illegible] COMMISSION

R. H. Baldock
State Highway Engineer,
Salem, Ore.

Dear Sir:

We recived your letter in regard to the bill we had against Clifton & Applegate. The bill has been paid & thank you for any trouble you have been put to.

Yours truly,
C. C. Wilson
Rufus, Ore.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 8, 1933

RECEIVED
AUG 10 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to clause (b) of Article III of the project agreement dated January 31, 1933, covering Oregon Emergency Construction Highway Project E-25, Biggs-John Day River section.

This emergency project has been finalled, but it will be necessary that right of way agreements be furnished before the final voucher can be passed for payment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 7 - 1933
OREGON
HIGHWAY COMMISS

Dear Sir:

Plans, specifications and estimate for Oregon NRH 25, the Biggs-John Day River section of the Columbia River ~~Highway~~, 9.848 miles of bituminous macadam, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses, mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeograph Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal Funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

The preliminary estimate dated August 3 does not segregate the roadway and bridge surfacing. It is our present understanding that when surfacing is carried across a bridge built with Federal Aid, the cost of surfacing placed on the bridge should be segregated and shown as bridge cost. This is the opposite of the procedure followed when surfacing is carried across bridges constructed without Federal Aid, in which cases no segregation is required. It is accordingly requested that the agreement estimate be prepared so as to show separately the roadway and bridge surfacing.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

August 4, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Em.Construc.Hwy.Project No. E. 25, Biggs-John Day River Section of Columbia Highway, ____, was made by a representative of this office on July 30, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

RECEIVED
AUG 5 - 1933
OREGON

August 3, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending, under separate cover, ten copies of bid proposals for bituminous macadam construction on the Billen Unit, Project N.R.H.-37 and the Biggs-John Day River Section, Project N.R.H.-25.

Six copies of revised estimate for each project are likewise being sent to you, in which estimates no cooperation is requested for stockpiled materials. In accord with your suggestion, it is our plan to modify the agreements of the regular Federal Aid work now under agreement on these projects and to secure cooperation for the stockpiled materials under these agreements.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Form 39—F-20132 [illegible]

RECEIVED
JUL 31 1933
OFFICE OF
CONSTRUCTION ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
[illegible] SMITH

Date [illegible], 1933

Job name [illegible] Hood River

Week from 24 to 29

25a

Mail address The Dalles

Highway [illegible]

Telegraph or telephone address " "

County [illegible] Job prefix 28[illegible]

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday 24. Crew in office on Cascade
Locks revision plans
Tues 25. Crew in office on Cascade Locks
revision plans.
Wed 26. Crew running proposed revision
at [illegible] over East Fork Hood
River one mile south of Dee. Center line
levels and cross sec.
Thur 27. Walters and Booth on map and
profile, plotted sections [illegible]
over East Fork Hood River one mile S. Dee
[illegible] and myself staked on
[illegible] East [illegible] with [illegible]
Hy center line Sta 0 to 23+50
Fri 28. Walters [illegible]
Booth making [illegible] map Cascade Locks
Sec. Den [illegible] finished
[illegible] side
[illegible]
Sat 29. [illegible] to [illegible] East [illegible] The Dalles
with [illegible]

(See back of this sheet for instructions and detailed information)

Signed [illegible]

Title [illegible]

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be remeasured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party 4

Salary expense this week \$150.00

All other expense this week \$22.00

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. Cascade Locks *Percentage* 42%
3. Inquires *Percentage* 45%
4. Lee Bay Survey *Percentage* 13%

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 18, 1933

RECEIVED
JUL 19 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 16, 1933, submitting advance copies of estimate covering proposed bituminous macadam construction on Oregon F.A.P. 25 as a National Recovery Highway project. Reference is ~~also made~~ to our letter of July 10 covering the same subject.

This matter was again taken up with our Regional Office, and we are advised that stockpiled aggregate as produced on this project can be used on N.R.H. projects providing it is included as a non-participating State-furnished material. The amount involved without the 10% item is approximately $18,000, on which regular Federal Aid would be approximately $11,200. This would be the least complicated procedure and is recommended if the Highway Department's finances will permit.

The State-furnished aggregate may not be paid for out of National Industrial Recovery Act funds.

The second alternate would be to amend the regular Federal aid project by eliminating therefrom those items not yet under contract, and leave in it the items of stockpiled aggregate for which Federal pro rata payment could be claimed as the materials are incorporated in the work.

The stockpiled materials may not be included as regular Federal aid items in the NRH project. We anticipate that the procedure in this respect will be like that governing the Emergency Construction Highway projects, which prohibited inclusion of regular Federal aid items.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 6650 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25-

OREGON STATE HIGHWAY COMMISSION
SALEM

July 15, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

It has been decided to abandon the idea of building guard fence on the Biggs—John Day River Section by price agreement. The Federal authorities have released all unexpended balances so that nothing particular is gained by that method of procedure, and the funds remaining under the last year's appropriations are badly needed for the financing of work contemplated under this year's budget and which had to be rearranged to provide funds for city and secondary projects.

If small unexpended balances are available after September they may be used to do this job by contract. Please keep this in mind so that specifications may be submitted later in the season.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

#1397

25-

JOHN H. CLIFTON, PRES.
V. J. APPLEGATE, VICE PRES.

HUTTON BUILDING
SPOKANE, WASH.

CLIFTON & APPLEGATE
(INCORPORATED)
RAILROAD CONTRACTORS

Spokane, Washington
July 12, 1933

RECEIVED
JUL 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In regard to your letter of July 10th to the U. S. F. & G. Company relative to claim of C. C. Wilson, please be advised that on July 8th we forwarded Mr. Wilson checks in the amount of $361.83. There appears to be a difference in the amount of $17.00 which we are taking up with him to determine the balance. As soon as we have this information from Mr. Wilson the account will be paid in full, if found to be correct. We will have Mr. Wilson so notify your office.

Very truly yours,

CLIFTON & APPLEGATE

BY

ojm cb

cc U. S. F. & G. Co.

25a

July 10, 1933

Cascade Investment Company
309 E. Main Street
Portland, Oregon

Gentlemen:

In response to your request by telephone today, we submit the following information.

Semi-Final Estimate Biggs-John Day Rivers

	West Unit	East Unit	Total
Excavation, cu. yds.	194,914.2	129,453.9	324,368.1
Overhaul, yd. sta.	127,049	138,192	265,241
Truck Haul, yd. mi.	78,099	29,731	373,071

Final Estimate, Lime-Huntington:

Excavation, cu. yds. - - - - - - - - -	188,999.8
Overhaul, yd. sta.- - - - - - - - -	165,108
Truck Haul, yd. mi. - - - - - - - - -	41,754

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/MB

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 10, 1933

RECEIVED
JUL 11 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to preliminary estimates submitted for bituminous macadam construction on F.A.P. E-25 and E-37.

For your information we have been advised that stockpiled material previously produced under State or Bureau contracts for use on a few projects will not be excluded from use on a N.R.H. project by the provisions of Section 8 of the Rules and Regulations.

On the above projects we think, therefore, that the materials, as well as the construction of the surfacing, should be made a part of the N.R.H. project which would eliminate the State funds as shown on the preliminary estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Ans

#1397

25-a

July 10, 1933

Mr. C. C. Wilson
Box 64
Rufus, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 7 advising that you have a claim in the sum of $379.05 against Clifton & Applegate in connection with the contract that was awarded to them by the State Highway Commission for the grading of the Biggs-John Day River Section of the Columbia River Highway in Sherman County.

In connection with this project Clifton & Applegate furnished the State with a surety bond for the protection of claims incurred against it. This bond was written by U. S. Fidelity & Guaranty Company, for which firm C. O. Price is local manager, his address being Porter Building, Portland. We suggest that you file your claim with the bonding company and also with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws 1931, a copy of which is enclosed.

The filing of the notice with the Secretary of State is for the purpose of holding the bonding company responsible and liable after the expiration of a six months' period from the date of the completion of the project, as you will note from the copy of the law.

Very truly yours

Secretary

HBG:AJ

July 10, 1935

U. S. Fidelity & Guaranty Company
% Mr. C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We have been informed by Mr. C. C. Wilson of Rufus that he has a bill against Clifton & Applegate in connection with their state highway contract for the grading of the Biggs-John Day River Section of the Columbia River Highway in Sherman County.

The claim is in the sum of $579.06 and is for board.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Clifton & Applegate
Hutton Building
Spokane, Wn.

Rufus, Ore.
July 7, 1933

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We have a bill of 379.05 against Clifton & Applegate for board on the road work between Biggs & John Day. We'd like to know the proper procedure to collect this bill.

Yours truly,
C. C. Wilson
Rufus, Ore.
Box 64

RECEIVED
JUL 10 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-A-1 9000 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

25-a

July 5, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

NOTED
State Highway Engineer

You are authorized to have Peck re-run the center line on Biggs-John Day Section and make the vicinity map for the Bridge over the East Fork of Hood River. I would also suggest that he be assigned to the Cascade Locks Section as he has had black paving experience. Please submit the Cascade Locks job immediately as time available for paving is very limited.

I would suggest that Peck's transitman be assigned to the Agency-Deschutes job as Resident Engineer as he did very well during Peck's absence.

Burch should be assigned as Resident Engineer to the Lakeview job.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

Form 300—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 1, 1933

Section Biggs-[illegible]

Kind of work Grading

Highway [illegible]

Section prefix 28PG 25-a

Contractor [illegible]

Contract number 1397

Date of contract August 21, 1933

Date of completion May 31, 1933

Date work started Sept 19, 1933

Estimated date of completion ...., 193....

Amount of contract $166252.55

Per cent of time elapsed ....%

~~Estimated~~ cost of completed project, exclusive of engineering $173153.14

Per cent of contract completed, based on total contract price . . . .%

Engineering costs to date, $25577—, 14.94 %

Date project was completed June 10, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Part of Crew in office on Biggs-John Day River final notes until Thursday when estimate was finished and mailed to Bend.

Den and Booth getting high water elevation at several points from Multnomah Falls to Blalock per request of Mr Hodge Maint Engr.

On Friday June 30th made some ties to OWR+N Ry and Oregon Trunk Railway at OT under crossing 1/2 mile West of Celilo.

On Saturday retracing line and resetting stakes for Bituminous Macadam on the Biggs-John Day River section

J. E. Beck

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACE	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.36	9.86			
Miles partially completed					
Miles completed	9.86	9.86			
Total estimated quantities	324368	693825			
Estimated quantities moved or placed to date	324368	693825			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form [illegible]

OREC STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending June 24, 1933

Section Biggs John Day River

Kind of work Grading

Highway Columbia River

Section prefix 28PG 25-B

Contractor Clifton + Applegate

Contract number 1391

Date of contract August 31, 1932

Date of completion May 31, 1933

Date work started Sept 19, 1932

Estimated date of completion ...., 193...

Amount of contract $168882.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $168882.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 8430.00, 5% %

Date project was completed June 10, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr Roberts of Clifton and Applegate returned on Monday of this week and uncovered some culverts that were covered up. also trimmed some shoulders and picked up some large rock on shoulders on both sections.

Entire crew on final notes. expect to finish final on Monday June 26th.

RECEIVED
JUN 26 1933
CONT

NOTED

J E Beck

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.86	9.36			
Miles partially completed					
Miles completed	9.96	9.96			
Total estimated quantities	324363	69147			
Estimated quantities moved or placed to date	324363	69147			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0	0			
Hours per shift	0	0			
Average force on project for week	0	0			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 3-C-1 3758 1000 1-33

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

25-a

June 20, 1933

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

I am attaching hereto Price Agreement No 4, Contract No. 1397 covering the construction of 6850 lineal feet of our standard rail type of guard fence.

Sufficient money is available out of the original amount set up for this contract to construct this fence which is badly needed.

It is therefore recommended that the order be approved.

Early attention to this matter will be appreciated as the contractor would, no doubt, wish to do this job at once as he would not wish to hold up his final estimate any longer than is absolutely necessary.

Yours very truly,

K. D. Lytle,
Division Engineer.

NOTED
State Highway Engineer

kdl/e
encl.

#1452

25-2

June 20, 1933

Hartford Accident & Indemnity Company,
Jewett, Barton & Leavy, John Kern Co., Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1452 for the construction of a bridge over Durkin Creek and widen bridges over Scott Canyon, Hell Roaring Canyon and Helms Canyon, on the Columbia River Highway in Sherman County, has been completed by the contractors, Western Bridge Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 30th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $6,219.71 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

June 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate to accompany the bituminous macadam specifications for the Biggs-John Day River Section, Project No. 25.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-25

BIGGS-JOHN DAY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate accompanying specifications, Not as basis for project agreement.)

Salem, Oregon August 3, 1933.

Completed Work:

Statement of completed work will be submitted upon payment of final voucher.

Bituminous Macadam Wearing Surface Type B-7
(Sta. 260+25 to Sta. 0+00 = 0+00 to Sta. 264+00.3)

9.8	miles	Preparation of Base	$ 75.00	$ 735.00
13,200	cu. yds.	Placing Mineral Aggregate	1.15	15,180.00
23,500	yd.mi.	Hauling Mineral Aggregate	0.15	3,525.00
850	tons	Asphalt in Place	22.00	18,700.00
100	tons	Emulsified or Cut-back Asphalt in Seal Coat	25.00	2,500.00
1,200	cu. yds.	Gravel Shoulders	0.30	360.00
2,200	yd. mi.	Hauling Shoulder Materials	0.10	220.00
				$ 41,220.00
				4,122.00
				$ 45,342.00

Length of Roadway	9.839	miles
Length of Gurkin Canyon Br.	.009	"
Total length	9.848	"
Cost per mile	$4,604.18	

Note: Bituminous Macadam is to be constructed across all bridges.

National Recovery Highway Funds Requested $45,342.00

[illegible]

Oregon State Highway Department

Federal Public Works
Highway Project No. 28

RUFUS-JOHN DAY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate accompanying specifications. Not as basis for project agreement).

Salem, Oregon, June 16, 1933

Completed Work:

Statement of completed work will be submitted upon payment of final voucher.

Bituminous Macadam Wearing Surface Type B-2
(Sta. 260+58 to Sta. 0+00 & 0+00 to Sta. 244+09.1)

9.8	miles	Preparation of Base	$ 75.00	$ 735.00
13,200	cu. yds.	Placing Mineral Aggregate	1.15	15,180.00
25,500	yd. mi.	Hauling Mineral Aggregate	0.15	3,825.00
850	tons	Asphalt in Place	22.00	18,700.00
100	tons	Emulsified or Cut-back Asphalt in Seal Coat	28.00	2,800.00
1,200	cu. yds.	Gravel Shoulders	0.30	360.00
2,200	yd. mi.	Hauling Shoulder Materials	0.10	220.00
				$ 41,220.00
				4,122.00
				$ 45,342.00

Aggregate:

6,180	cu. yds.	Grade "D" Rock in Stockpile	$1.40 low bid	$ 8,652.00
3,080	cu. yds.	" "C" " " "	1.40 " "	4,312.00
1,230	cu. yds.	" "B" " " "	1.60 " "	1,968.00
1,840	cu. yds.	" "A" " " "	1.60 " "	2,944.00
				$ 17,876.00
				1,787.60
				$ 19,663.60

Sub-total	$ 59,096.00
10% Engr. & Cont.	5,909.60
Total	$ 65,005.60

Length of Roadway	9.839 miles
Length of Gurkin Canyon Br.	.009 "
Total length	9.848 "
Cost per mile	$ 6,600.69 [illegible]

Note: Bituminous Macadam is to be constructed across all bridges.

FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid Funds		Public Work Highway Funds	State Funds
Bituminous Macadam	$ 45,342.00	$ - -		$ 45,342.00	$ - -
Aggregate	19,661.60	12,120.64	(61.64%)	- -	7,540.96
	$ 65,003.60	$ 12,120.64		$ 45,342.00	$7,540.96

National Recovery Highway Funds Requested $45,342.00

#1452

25a

June 15, 1933.

Mr. H. B. Glaisyer

For your information, the Western Bridge Construction Company have completed their work on Contract No. 1452, the same being the construction of Ghurkin, Scott, Helm and Hell Roaring Canyon Creek Bridges on the Columbia River Highway in Sherman County.

We will be pleased if you will secure authorization from the Commission for us to pay the final estimate on this job. The work was completed on May 31, 1933.

W. A. Reeves

W. A. Reeves
Office Engineer, Bridge Department.

CG:AP

Approved by Com — 6/28/33
HBG

#1397

25a

June 13, 1935.

Mr. Jas. Hutton,
Springfield, Ore.

Dear Sir:-

Herewith enclosed you will find our check No. 7809 for $38.07 covering amount due you in full for use of truck on the Biggs-John Day River section of the Col. River Highway.

Kindly advise the State Highway Dept., of this payment as well as Clifton, Applegate Co., Spokane, Wash.

Very truly yours,

CASCADE INVESTMENT COMPANY

BY Harry S Beyer, Vice-Pres.

cc-Clifton, Applegate Co.
Spokane, Wash.
State Highway Comm.,
Salem, Ore.

8752 1000 1-32

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

June 6, 1933

RECEIVED
JUN - 1933

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr~~. H. G. Smith

Dear Sir:

We are now placing the gravel shoulders on the Biggs-John Day River Section and it will therefore be necessary to change our estimate of the amount to be plased by the surfacing contractor. Although we will have this shoulder material spread as evenly as possible I think it will be best not to eliminate it entirely from the contract as there will undoubtedly be some places that are low. I have made a new summary of quantities which should be substituted for the one sent in with the specifications.

In the specifications I omitted to mention that some of the 1/8" - 0 material would have to be taken from the sand banks along the road. I also left out anything about the oiling of the approaches to the Sherman Highway and the connection with the street at Rufus. Will you see that mention is made of these two things in the Special Provisions. Sine the roadway is oiled I can see no reason why we would want any sprinkling done so am asking that this item be eliminated.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

CC S. H. Probert

Revised Estimate of Quantities

Dillon-John Day River

Bituminous Macadam

Bid Quantities	Dillon Unit	Biggs-John Day Unit	Net Quantities	Allowance	Total
Preparation of Base	1.34	9.85	11.19		11.19
Placing Mineral Aggregate	1735	12755	14,490	1010	15500
Hauling Mineral Aggregate	4290	22962	27,252	1248	28500
Gravel Shoulders	844	1000	1,844	256	2100
Hauling Gravel Shoulders	2154	2000	4,154	346	4500
Asphalt in Place	113.6	835.3	984.9	15.1	1000
Emulsion or Cutback Asphalt	12.4	91.0	103.4	6.6	110

Estimate of Cost

Preparation of Base	11.19 Miles	@	$100.00	$1,119.00
Placing Mineral Aggregate	15,500 C.Y.	@	.90	13,950.00
Hauling Mineral Aggregate	28,500 C.Y.	@	.16	4,560.00
Gravel Shoulders	2,100 C.Y.	@	.35	735.00
Hauling Gravel Shoulders	4,500 C.Y.	@	.10	450.00
Asphalt in Place	1,000 Tons	@	26.00	26,000.00
Emulsion or Cutback Asphalt in Place	110 Tons	@	25.00	2,750.00
				$49,564.00
Engineering and contingencies				4,956.00
				$54,520.00

Form 80—F-20128—5M—1-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 3, 1933

Job name [illegible] Week from May 27 to June 3

Mail address The Dalles

Highway [illegible] 25a Telegraph or telephone address " "

County [illegible] Job prefix 28PG Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This Job is finished except shaping some shoulders and cleaning [illegible].

[illegible] placing gravel for shoulders per telephone message from Mr. Lytle Div. Engr. in Bend. This will be finished on Thursday June 8th.

The contractor is loading gravel with shovel due to water in team pit. there is 3 & 4 feet of water under top at poplar grove pit

RECEIVED
JUN 5 - 1933

Just discovered that we have no [illegible]

(See back of this sheet for instructions and detailed information)

NOTED
H. W. LIBBY

Signed

Title Res Engr

Rdl/c
cc J. E. Peck

K. D. Lytle
Division Engineer

FORM D-C-1 7827 800 1-33

GRADING CONSTRUCTION

Total miles of grading in project 9.35

Miles completed 9.35

Miles completed except finishing 0

Total cubic yards in project 312000

Cubic yards moved to date 312000

Miles covered by contractor's forces 9.35

Miles cross-sectioned 9.35

Miles cross-sections completed and checked 9.35

Miles to be remeasured 0

Number men in Engineering Party .... [illegible]

Contractor's average force for week .... [illegible] *men,*

.... *teams,* .... *steam shovels*

Grading work Was ~~*will be*~~ *completed about* .... [illegible]

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 9.35

Miles completed 9.35

Miles partially done 0

Total cubic yards in project 70000

Cubic yards produced to date .... [illegible]

Average daily yardage produced this week .... [illegible]

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... [illegible] *men,*

.... *teams,* .... 10 *trucks*

Project will be completed about .... June 10th

Number of men in Engineering Party 2

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

FORM 5-C-1 7527 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

25a

May 29, 1933

NOTED
State Highway Engineer

RECEIVED
MAY 31 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In regard to the estimate on the Biggs-John Day job. I figured with Peck today and it appears that the contract items will under run about $1,000.00 on the east unit and $2000.00 on the west unit or a total of $3000.00. The contingencies fund will have remaining approximately $4700.00, which added to the under run in quantities will amount to $7700.00 which would leave that amount to be used in placing gravel shoulders or other work, such as guard fence.

My suggestion in the matter would be that we should authorize the contractor to put on the shoulder materials which he has agreed to place at his price for topping, which is 25¢ for loading and 12¢ for the haul. There is needed about 6500 cubic yards and the cost would amount to approximately $3500.00. This would leave us $4200.00 for guard fence. We have estimated that we need 5500 feet and our estimate for the regular low type of fence is 75¢ per foot or $4125.00. I have asked the contractor to give me a price on building it and if it is within my estimate I would recommend that he be given the job. Incase he will not build it for that figure I am sure that we could do the work for that amount.

At any rate the question as to the building of the fence can be deferred for a time but I would like to have you call me up regarding the shoulders as the contractor will want to start on them next Wednesday or Thursday. If the decision as to the fence is put off a while our final estimate will be out in about two weeks and we will then know exactly how we stand.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
cc J. E. Peck

#1397

25a

May 26, 1933.

Mr. Jas. G. Hutton
Stanfield, Oregon

Dear Sir:

Your letter of May 25th directed to the Honorable Hal E. Hoss, Secretary of State, regarding your claim against the Cascade Investment Company, as contractors, has been referred to this department for reply.

An inspection of our records fails to disclose that the Cascade Investment Company are original contractors on any of our highway construction projects. However, I have reason to believe that they have been engaged by the contractors, Clifton and Applegate, to whom the State Highway Commission awarded contract No. 1397 for the construction of the Biggs-John Day River Section of the Columbia River Highway in Sherman County, and the information hereinafter given concerns that particular contract.

The address of Clifton and Applegate, the original contractors is the Hutton Building, Spokane, Washington. In connection with this project the contractor furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity and Guaranty Company for whom C. O. Price is the local Agent with offices in the Porter Building, Portland, Oregon. We offer this bond to you for the protection of this claim and would suggest that you present your claim to the agent of the bonding company and also file notice with the Secretary of State in accordance with the provisions of Chapter 280 of Oregon Laws for 1931, a mimeographed copy of which is inclosed for your further information.

We have no reason to believe that Clifton and Applegate are not responsible contractors but as a safeguard we believe you should do as suggested above and in addition contact Clifton and Applegate with respect to this matter.

In accordance with our usual practice we are today advising the contractor and the surety of the contents of your letter.

Yours very truly
STATE HIGHWAY COMMISSION

Secretary

cc - Hal E. Hoss,
Att: Carl E. Gabrielson

May 27, 1933.

United States Fidelity & Guaranty Co.
C/o G. Cunningham, Agent
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Mr. Jas. G. Hutton of Stanfield, Oregon in which he states the Cascade Investment Company owes him for the use of his truck at Rufus, Oregon. He states the truck was used on their job for about one month and that he took the truck off the job on the 14th of April but has been unable to collect any money from them as yet.

A search of our records fails to disclose where the Cascade Investment Company has any contract with the State Highway Commission for work in that vicinity. However, we have reason to believe that they are sub-contractors on Clifton & Applegate's contract No. 1397 covering the Biggs-John Day River Section of the Columbia River Highway in Sherman County.

We are giving you this information as you appear as surety on the bond furnished in connection with the Clifton & Applegate contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Clifton & Applegate,
Hutton Bldg., Spokane
Cascade Investment Co.
300 E. Main St., Portland

May, 25th, 33

Hal Hoss.
Dear Sir.

I had my truck on relief work at Rufus for about a month ~~under~~ with The Cascade Inv. Co. as contractors. We took the truck off the 14th of April & as yet have gotten no money at all. They keep promising to send check but don't.

We thot perhaps you could tell us if they are a reliable Co. or

---

COMMISSION

May 26, 1933

appear as subs on the
- Biggs-John Day River
e of the emergency relief
However, I do think that
at job for the reason
know just when Clifton
payment of estimates.
on the Dillon Section
I imagine that they
y River job.

will it be necessary to file a lein, Of course we dont want to go to any expense but we do need & want our money - or what would you advise us to do. Hoping to get some advise soon

I remain

Yours truly

Jas. G. P. Hutton -

Stanfield

Ore -

SECRETARY OF STATE
RECEIVED
MAY 26 1933
HAL E. HOSS

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OREGON STATE HIGHWAY COMMISSION

May 26, 1933

H. B. G.

The Cascade Investment Co. do not appear as subs on the Clifton & Applegate contract No. 1397 - Biggs-John Day River Section in Sherman County. This is one of the emergency relief contracts and subs are not allowed. However, I do think that they are working their equipment on that job for the reason that they are always very anxious to know just when Clifton & Applegate will get their warrant for payment of estimates.

Cascade Investment Co. were subs on the Dillon Section last year for Clifton and Applegate so I imagine that they are also working on the Biggs-John Day River job.

J. McF.

FORM S-A-1 7620 ... 2-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25-a

OREGON STATE HIGHWAY COMMISSION

SALEM

File

May 22, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Oregon.

D

#1397

Mr. Glaisyer
Highway Dept-

Herb - Do you know anything about this? - Are they highway contractors?

Biggs-
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STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM S-A-1 7810 5M 8-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

25-a

file

IN REPLY PLEASE
REFER TO FILE NO.

May 22, 1933.

Mr. K. D. Lytle,
Division Engineer,

7

Portland Numerical Index

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R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM S.A.1 7520 5M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

25-a

file

May 22, 1933.

Mr. K. B. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

In regard to the under-run on the Biggs-John Day Section, beg to advise that any guard fence constructed would have to be done from the contingency fund but I presume the gravel shoulder material could be included with the gravel topping provided the contractor is willing to do this at his bid price.

The shoulder material would need be placed in such a way that it would not interfere with the operations of preparing the subgrade for bituminous macadam.

As it is impossible for me to make an inspection of this job very soon, I will endeavor to secure the consent of the Bureau if you will submit an estimate of overrun with the contractor's agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-25-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 13, 1933

RECEIVED
MAY 15 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer.

Encl.

Hyp. 6276

Oregon Federal Aid Project No. E-25,
Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 14, 1932, by the Oregon State Highway Commission, and on January 31, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. E-25, Section A; and

WHEREAS, The said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for widening of bridges at survey stations 16+35, 115+25 and 156+80, and to provide for the construction of a new bridge of more than 20 ft. clear span at survey station 1+20; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $185,770.20 to $194,422.80, and that the Federal funds approved and set aside to the credit of said Section A be increased from $55,731.06 to $58,326.84:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of fifty-eight thousand, three hundred twenty-six and 84/100 dollars ($58,326.84) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 260+58 in the S.W.¼ Sec. 9, T. 2 N., R. 16 E., W.M., near Biggs, and survey station 264+09.3 in the N.E.¼ Sec. 25, T. 3 N., R. 17 E., W.M., at the west end of bridge across John Day River, length 9.848 miles, in Sherman County, being Section A of Oregon Federal Aid project No. E-25, consisting of 9.839 miles of roadway and one bridge of more than 20 ft. clear span 0.009 of a mile in length, known locally as the Biggs - John Day River section of the Columbia River Highway, between official control points Biggs and Arlington."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (d) to read:

"(d) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $190,342.35, Federal Aid $57,102.70; one bridge, approved estimate $4,080.45, Federal Aid $1,224.14."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-eight thousand, three hundred twenty-six and 84/100 dollars ($58,326.84), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ninety-four thousand, four hundred twenty-two and 80/100 dollars ($194,422.80), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 7th day of April, 1933, and the Secretary of Agriculture on the 1st. day of May, 1933.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

R. G. Tugwell
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. E-25,
Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-25-4 State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 104,422.80 in lieu of the $55,731.06 approved by Certificate of Jan. 31, 1933, as the total estimated cost of said project, and the sum of $ 58,326.84 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 1st day of May one thousand nine hundred and thirty-three

Actg ~~Acting~~ R G Tugwell Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

75-a

May 10, 1933

Mr. Frank C. Hesse
Attorney at Law
515 Commercial Street
Astoria, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of May 9 in which complaint is made regarding the detour provided by the contractor who is performing the construction of the bridge over the John Day River east of Astoria. Your letter is being referred to the State Highway Engineer for his information and action as he may deem advisable.

Very truly yours

Secretary

HBG:m
c.c. Mr. Baldock

FORM 5-C-1 7927 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

State Highway Engineer
NOTED

Dear Sir:

In response to your request that I investigate the complaints that Clifton & Applegate are not paying their bills, I went to see several of their creditors and all were unanimous in saying that they were satisfied with the manner in which they were receiving their money.

I interviewed the store at Rufus, Mrs. Wilson at Popular Grove, who boarded the team gang and The Dalles Iron Works at The Dalles. I am satisified that these contractors keep their outstanding bills paid up much better than most of the other ones that have operated in this division.

In regard to Thomas Maronna, I find that he was carried on their payroll at the specified rate and although it is difficult to get the true facts as to the arrangements for trucks, the contractor claims that they have an agreement with the Cascade Investment Company to furnish all the trucks needed for the job and that the Cascade Investment Company sent this truck of Maronna's up to work and that they have paid this company for the truck.

I believe that they were charging all they could for gasoline and that during the price war the hauling trucks were not given any credit for the drop in prices. They have been charging 16 to 19 cents per gallon which is rather high. This has been corrected to some extent and they are now charging about the same as the retailers at Rufus.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

FORM 5-C-1 7527 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

95-a

May 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith rt

Dear Sir:

In my original recommendations as to Special Provisions for the Bituminous Macadam on the Columbia River Highway at Dillon and between Biggs and the John Day, I recommended that the contractor not be required to complete the gravel shoulders if the water in the Columbia River is too high.

As the letting of this job has been delayed so long, this feature will probably not be so important and as it would probably cause us a lot of inconvenience I would like to revise my recommendation so that the contractor would have to complete the shoulders even 'tho it might delay the completion of the entire job.

Yours very truly

NOTED
State Highway Engineer

K. D. Lytle
Division Engineer

kdl/c

cc S. H. Probert

FORM 8-C-1 7667 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

95-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY - 193
OREGON

Attention Mr. ~~H.~~ G. Smith

NOTED
State Highway Engineer

Dear Sir:

I am sending herewith a Price Agreement covering the sprinkling on the Biggs-John Day River job.

Mr. Peck kept the costs for a week on this job and advised that actual costs plus 15% for that time amounted to $1.85 per thousand. All of the water during this time was taken from a stand pipe which tapped the water main leading to the railroad water tank at Day siding, which is located opposite our mile post 119.25.

The loading of water at this point was quite fast as we did not have to use the pump on the tank and such being the case Mr. Applegate thought that the unit prices should be somewhat higher than our records indicated in that it would be necessary for him to pump out of the river at M.P. 113.6 and haul over a rought road a distance of about one half mile. We were unable to make ar actual test of the cost at M.P. 113.6 as the surfacing was not in shape to water.

A price of $2.00 per thousand gallons was satisfactory to the contractor and I would recommend that it be accepted.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

FORM 5-C-1 9527 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

25-a

RECEIVED
APR 17 1933
OREGON
STATE HIGHWAY COMMISSION

April 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

NOT F L
State Highway Engineer

Dear Sir:

I am sending herewith Order For Extra Work number 3 on job 28 PG, together with a letter of explanation, written by Mr. Peck, which is self explanatory.

It is recommended that this order be approved.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

FORM 2-0-1 7587 500 1-33
Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of K. D. LYTLE, Division Engineer
BEND, OREGON

5-a

RECEIVED
APR 17 1933
OREGON
STATE HIGHWAY COMMISSION

April 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. ~~H.~~ G. Smith

Dear Sir:

There is a small concrete bridge a few hundred feet east of the town of Rufus which is being abandoned by reason of our line change at that point and Mr. Peck informs me that he thought that the bridge contract on this section called for the wrecking of this old structure. If that is the case I would recommend that this bridge be left as it will be used by the people entering Rufus from the east. I also believe that some time ago Mr. Wanzer promised the people in Rufus that this bridge would not be taken out.

Will you please take this matter up with Mr. McCullough and see if the bridge cannot be left as it is?

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

CC C. B. McCullough
J. E. Peck

APRIL
Twelfth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three signed copies of project agreement for the Biggs-John Day River Section, Project No. E-25.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

FORM S-A-1 6760 7500 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

5-a

OREGON STATE HIGHWAY COMMISSION
SALEM

April 12, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. E. D. Lytle,~~
~~Division Engineer,~~
~~Bend, Ore.~~

State Highway Engineer

Dear Sir:

It has been called to our attention that Thomas Maronna has been operating two trucks for Clifton and Applegate on their Biggs-John Day River Section and claims that the contractor owes him $110.00 for truck pay for work done for $1.00 per hour plus 50 cents per hour for helpers.

Also that the Cascade Investment Company operating trucks have been over charging for gasoline and oil. Furthermore that boarding house at Rufus has been unable to collect for boarding men since February 14th and that there are a lot of other unpaid bills.

From this and other information received it would appear that Clifton and Applegate have been subcontracting their haul which under the provisions of this contract is prohibited.

We wish you to make a personal investigation of the above charges and make a complete report of your findings at your early convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to Baldock
R. H. Baldock

FORM S-A-1 6700 7900 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 7, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Cookingham & Hanley,~~
~~604 Reed Building,~~
~~Portland, Ore.~~

Attention - Mr. Hanley.

Gentlemen:

Reference is made to yours of April 3rd, relative to a client of yours hauling gravel for the Cascade Investment Company near Rufus, Oregon.

There is no reference to compensation or allowance paid for trucks or equipment on highway jobs. It is assumed that your client is working on the Biggs-John Day River Section, which section is under contract for regrading and gravel topping to Clifton and Applegate, contractors.

This contract was let under the Federal Emergency Relief Program and it was subjected to certain labor provisions set forth by the Bureau of Public Roads, and under these provisions no part of the work can be subcontracted. The contractor can, however, hire or rent trucks and equipment under any equitable basis. He can also hire the owner of the equipment subject to certain conditions. The rental paid for the equipment must not include the salary of the driver, or operator. In other words, the equipment and operator must be hired separately.

Under this contract skilled labor shall receive at least the minimum rate of 60 cents per hour.

For your information we are attaching a copy of Special Labor provisions for Federal Emergency Relief projects.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

Dictated by

Chas. E. Low

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock

5-a

April 11, 1935

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Thomas Marcoma, 946 East 18th Street, Portland, who has been operating two trucks for Clifton & Applegate on the widening job near Rufus, claims that the contractors owe him $110.00 for truck pay for work done at $1.00 per hour plus 50 cents per hour for helpers. Also that the Cascade Investment Company, operating trucks, has been overcharging for gasoline and oil. Furthermore, that a boarding house at Rufus has been unable to collect for boarding eleven men since February 14 and that there are a lot of other unpaid bills. Please investigate this matter to the end that I may advise Mr. Scott with relation thereto.

Very truly yours

State Highway Engineer

RHB:HI

cc L. M. Scott

FORM 5-0-4 3750 1000 7-32

Commissioners
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

April 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
APR 11 1933
OREGON
HIGHWAY C

Attention Mr. H. G. Smith

Dear Sir:

Reference is made to Clifton & Applegate's Contract No. 1397 on the Biggs-John Day River Section.

In connection with the Gravel Topping it is necessary to remove the over burden from two pits. The contractor does not have a unit price on the removal of over burden so this work will be covered by the standard specificiation price of 25¢ per cubic yard.

Resident Engineer Peck advises that 2291.6 cubic yards were stripped from the John Day River pit and the Biggs pit has not been measured, but it is estimated that there will be approximately 1000 to 1500 cubic yards of stripping on this pit. This stripping work was carried on prior to receiving your instructions as to the amount allotted this project.

The cost of stripping these two pits will tend to increase the contract amount between $900 and $950 and we wish authority for this increase.

Yours very truly
K. D. Lytle
Division Engineer

NOTED
State Highway Engineer

By
W. O. Widdows

wow/c

FORM 8-A-1 6780 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

75-a

OREGON STATE HIGHWAY COMMISSION

SALEM
March 28, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Authority has been secured to rent the water tank at Biggs to Clifton and Applegate provided they also hire our crew and provided they will furnish a price agreement covering the cost of placing water on the highway. The conventional maintenance rental for the tank should be charged.

You are authorized to allow them to use this tank one week before submitting a price agreement; keep track of the cost per thousand gallons and then base the price agreement on the cost of doing the work plus 15% for profit.

This is in accordance with your verbal telephone suggestions I believe. I would suggest, however, that the sprinkling be deferred as long as possible and use water only to set up the salvaged oil surfacing, and not to use vast quantities of water prior to the placing of that surfacing. It is quite possible that you can get along by sprinkling occasionally and not running the tank continuously.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM S-A-1 0720 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

75-a

OREGON STATE HIGHWAY COMMISSION
SALEM

March 28, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Authority has been secured to rent the water tank at Biggs to Clifton and Applegate provided they also hire our crew and provided they will furnish a price agreement covering the cost of placing water on the highway. The conventional maintenance rental for the tank should be charged.

You are authorized to allow them to use this tank one week before submitting a price agreement; keep track of the cost per thousand gallons and then base the price agreement on the cost of doing the work plus 10% for profit.

This is in accordance with your verbal telephone suggestions I believe. I would suggest, however, that the sprinkling be deferred as long as possible and use water only to set up the salvaged oil surfacing, and not to use vast quantities of water prior to the placing of that surfacing. It is quite possible that you can get along by sprinkling occasionally and not running the tank continuously.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

HGS/H

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock ✓

FORM 8-A-1 6700 7900 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

25 a

March 14, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

I am returning your order for State Force Work on the Biggs-John Day River Section in order that it may be converted into a Price Agreement with the contractor.

On account of the difficulty of the department getting cooperation on Force Account jobs, it is inadvisable to use State Force Work Orders except where other methods will not suffice. No doubt the contractor will be glad to do the sprinkling but the amount should be kept as low as possible and I would recommend that the salvaged oil should be incorporated with the gravel topping and the job carried through dry as long as possible, and the sprinkling reserved for the last few days if it is possible for traffic to use the road without sprinkling.

Under all circumstances sprinkling should be included in the contracts when originally submitted. While this has been done on nearly all surfacing contracts, I notice it is frequently omitted from grading and topping contracts in which sprinkling is required.

Please advise your engineers not to overlook this item when making up estimates.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to
R.H. Baldock ✓

FORM 5-C-1 7527 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

35-[illegible]

March 11, 1933

RECEIVED
MAR 1[illegible] 1933
OREGON
STATE HIGHWAY COM

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

I am herewith sending you the Special Provisions covering the bituminous macadam at Dillon and between Biggs and the John Day River.

In writing up this job I have used the same specifications for rock that were used in the construction between Dillon and Biggs. I have not changed the rates of spread of the rock but in figuring the quantities required I have used the amounts that were shown in our final reports as having been used. As an example, the amount of 2"-1½" rock called for in the specifications is 0.05 cubic yard per square yard while our report shows that we used 0.052 cubic yard per square yard and in figuring the rock required I used the latter figure. The same was done for all the balance of the rock. These figures, representing the actual requirements, check fairly close with the job we did west of Dillon in 1929.

In regard to the amount of oil needed I figured and showed in the specifications 1.88 gallons per square yard which gives 17 gallons per cubic yard or rock actually used. We have generally tried to get about 18 gallons per cubic yard but on the Columbia River in this vicinity we have never actually put that much in and the jobs do not look lean so I thought 17 gallons would be sufficient. The oil was figured on the basis of cold measure which will give sufficient volume when heated to take care of any overrun.

The gravel shoulders were figured to be five feet wide, three inches compact thickness. In figuring the distribution and haul of the rock I shifted as much of the material westerly (Biggs-John Day Section) as I could with the though in mind that the excess could be used on the Sherman Highway some time in the future. A diagram of this haul is being sent to you under separate cover.

In regard to the prices used in the estimate; I have used the prices, with some slight changes, as were bid by Dunn & Baker on the Dillon-Biggs job. Our costs on this job showed that they were paid $42,176.04 for work that cost them $34,394.01 (the above figures cover only the items pertaining to the oiling and do not include gravel shoulders) or a profit of $7,782.03 which is 18.4% of the total payment.

The contractor will have to pay more for labor this year but other things have dropped enough to make up any difference. The price of asphalt may have to be changed but I could not secure any information here as to what it would be this year so I used Dunn's price.

The item of sprinkling is considerable guess work as I do not have any authentic data on what it will require but thought the item should be included as it will require considerable to keep the grade in shape before it is covered. In this respect it might be well to add in the specifications that the contractor would be required to roll the base when he is sprinkling it.

Our luck with heavy cut back as a seal was poor and I would recommend that the light grade be specified for this year's work.

The cost of the traffic control was taken from the Dillon-Biggs job which was about the same length as this one.

In case you care to have some one check this job, I am sending you my computation sheets but would like to have them back as they help the resident engineer. Have also made a copy of the reports on the Dillon-Biggs job for your information.

There is not sufficient 1/8"-0 material stockpiled to meet our requirements but I thought we could get along by using some of the blow sand along the road.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

Special Provisions

Dillon-John Day River Section

Columbia River Highway

RECEIVED
MAR 1[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Description of Work:

The work for which bids are to be received, and the work to be done under this contract, if awarded, consists of the construction of 11.19 miles of Type B-7 bituminous macadam wearing surface.

The project is divided into two sections. The westerly section, 1.34 miles in length, is located near Dillon, the west end being at M.P. 98.85 and the east end at M.P. 100.19. The easterly section, 9.85 miles in length, is located between Biggs and the John Day River, the west end being at M.P. 111.34, which mile point is at the east end of the bridge across Spanish Hollow, and the east end is at M.P. 121.19, which mile point is at the west end of the bridge across the John Day River.

Date of Completion:

The work to be done under this contract shall be completed not later than July 31, 1933.

Bituminous Macadam Wearing Surface.

Description:

On both sections the bituminous macadam wearing surface, type B-7, shall consist of a lower course and a top course of aggregate, the latter course being keyed with key rock and coarse screenings and tooped with a two course seal coat.

Standard Specifications to Apply:

The construction of the bituminous macadam wearing surface, Type B-7, shall be done in accordance with the standard specifications for "Bituminous Macadam Wear Surface, Penetration Type" as the same is given in Section 19 of the 1932 Standard Specification Form, except as that standard specification is hereinafter supplemented and qualified.

Table of Details:

The size of rock, the quantities of asphalt and rock and the order in which the various applications of rock and asphalt are to be made shall be as indicated in the following table:

1 **General Details**

Thickness of Wearing Surface	2 7/8 inches
Number of courses, exclusive of seal	2
Kind of Bituminous Cement	Asphalt

2 **Rates of Applying Materials**

Lower Course	
Bituminous Cement per sq. yd.	0.20 gal.
Course Rock per sq. yd.	0.05 cu. yd.
Top Course	
1st Spread Bit. Cement per sq.yd.	0.85 gal.
Course Rock per sq. yd.	0.021 cu. yd.
2nd Spread Bit. Cement per sq. yd.	0.38 gal
Key Rock per sq. yd.	0.01 cu.yd.
Course Screenings, per sq. yd.	0.003 cu.yd.
Seal Coat:	
Bituminous Cement per sq. yd.	0.30 gal.
Course screenings per sq. yd.	0.006 cu. yd.
Fine Screenings per sq. yd.	0.003 " "
Emulsion or Cut-back per sq. yd.	0.20 Gal.
Course Screenings per sq.yd.	0.006 cu. yd.
Fine Screenings per sq. yd.	0.004 " " "

3 **Size of Aggregate**

Course Rock, lower course	2" - 1½"
Coarde Rock, top course	1½" - 3/4"
Key Rock	3/4" - ½"
Coarse Screenings	½" - 1/8"
Fine Screenings	1/8"-0"

4 **Total Quantities**

Bituminouse Cement per sq. yd.	1.68 [illegible] per sq. yd
Emulsion or Cut back per sq. yd.	0.20 " " " "
Aggregate per sq. yd.	0.103 C.Y. " " "

Location of Stock Piled Materials.

The bulk of the rock needed for the construction of the Dillon Section will be taken from the stock pile located at M.P. 98.26 but as this pile does not contain sufficient rock for this section, the balances needed will be taken from the stock piles located at M.P. 100.43 and at M.P. 107.55. The stock piles for the Biggs-John Day Section are located opposite the following mile points:

M.P. 110.84
M.P. 115.13 (alongside abandoned highway)
M.P. 117.34
M.P. 119.15

All materials from the aforementioned stock piles shall be furnished to the contractor free of cost.

In respect to the quantities of the various sizes of materials, the State wishes to call to the attention of the contractor the fact that ratios of materials to quantities required for given sections are not even in each pile and some of the materials needed for the same section will be taken from different piles.

Gravel Shoulders.

Description:

Under this item the contract shall construct gravel shoulders to the bituminous macadam wearing surface as indicated by the typical cross section plans.

Materials:

The materials to be used in the construction of the gravel shoulders shall be pit-run gravel obtained from gravel deposits located at the following places:

1. Gravel Deposit located ½ mile north M.P. 97.5.
2. Gravel Deposit located ½ mile south M.P. 110.8.
3. Gravel Deposit located 0.2 miles north M.P. 113.6.
4. Gravel Deposit located 0.1 mile south M.P. 121.0.

In case of highwater in the Columbia River whereby the contractor cannot get into the pits at M.P. 97.5 and M.P. 113.6, the contractor will not be required to place the shoulder materials that would normally come from these pits providing, however, that the balance of the work is completed before the water goes down.

Acquisition of Property Rights:

The State Highway Commission will furnish and make available to the contractor, without charge, the right to excavate and use gravel from the deposits mentioned, and the right to use such property in the vicinity thereof as may be needed for hauling roads.

Development of Sources of Materials:

The contractor shall bear all expenses incidental to the opening, developing and operating of the sources of materials including the removal of overburden and the construction of hauling roads.

Details of Construction:

The shoulder materials shall be deposited along the edges of the roadway and shall then be shaped to such line, grade and cross-section that after they have been compacted by rolling, they will occupy the position and be of the cross-section indicated in the typical cross-section plan. After having been so placed and shaped, they shall be rolled until thoroughly compacted. Prior to the rolling, however, any stones occurring in the gravel that are too large to be fully incorporated in the shoulder course, shall be raked out and disposed of in a manner satisfactory to the engineer.

The construction of the gravel shoulders shall follow closely the construction of the bituminous macadam wearing surface.

Loads to Be Levelled:

To facilitate and make more accurate the measurement of the gravel materials, the contractor shall, by striking off or some other satisfactory means bring the top of each load to a level surface with all corners completely filled.

Measurement and Payment:

Payment for the construction of the gravel shoulders will be made at the price bid for "Gravel Shoulders," which price shall be understood to include and cover all work involved, except the hauling of the materials from the place of excavation to the places of deposit. Payment for the hauling of the materials will be made at the price bid per yard mile for "Hauling Shoulder Material."

The quantities to be paid for at the price bid per dubic yard for "Gravel Shoulders" shall be the number of cubic yards of gravel hauled and used in the construction of gravel shoulders as specified.

The quantities to be paid for at the price bid per yard mile for "Hauling Shoulder Materials" shall be the number of yard miles of hauling work necessarily performed in the transporting of the shoulder materials from the places at which they are loaded, to the places at which they are incorporated in the work, it being understood that each load of the materials will be hauled from the gravel deposit which is nearest the point at which the load id deposited on the road, unless the engineer orders otherwise.

Measurement of the shoulder materials will be made in the trucks in which the materials are hauled, the measurement to be made at the points of deposit.

Haul distances shall be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

Sprinkling:

Any sprinkling work that may be necessary, either in maintaining the constructed macadam before it is covered or in the construction of the gravel shoulders, shall be performed by the contractor and paid for in accordance with section 13 of the Standard Specification Form.

MISCELLANEOUS PROVISIONS:

Responsibility for Maintenance:

On the section of highway involved under this contract, the State will carry on maintenance operations in the usual manner until such time as the contractor is ready to begin work on that section. At that time, the section will be turned over to the contractor in the condition that it is in at the time, and the contractor will be responsible for whatever maintenance and preparation work may be necessary between that time and the time of the completion of all work to be done under the contract.

Time of Beginning Work:

The work shall be commenced on or before May 15, 1933, (weather conditions permitting), but not before May 1, 1933.

Detour of Traffic:

In case the contractor desires to detour the traffic, while he is constructing the surfacing between M.P. 113.68 and M.P. 116.30, he will be permitted to do so providing he maintains the old road in a manner satisfactory to the engineer.

Dillon-John Day River

Bituminous Macadam

Bid Quantities

	Dillon Unit	Biggs-John Day Unit	Net	Allowance	Total
Preparation of Base	1.34	9.85	11.19		11.19
Placing Mineral Aggregate	1735	12755	14,490	510	15,000
Hauling Mineral Aggregate	4290	22962	27,252	748	28,000
Gravel Shoulders	844	6206	7,050	650	7,700
Hauling Gravel Shoulders	2154	12163	14,317	683	15,000
# Asphalt in Place	113.6	835.3	984.9	1.1	950
# Emulsion or Cut-back Asphalt in Place	12.4	91.0	103.4	1.6	105
Sprinkling			1,000		1,000

Note: # In figuring oil required no allowance was made for swell in heating which method will take care of any over run in these quantities.

Estimate of Cost

Dillon-John Day River Section

(1) Preparation of Base	11.19	Miles	@	$110.00	$1,230.90
(2) Placing Mineral Aggregate	15,000	Cu. Yds.	@	.85	12,750.00
(3) Hauling Mineral Aggregate	28,000	Yd.Mi.	@	.16	4,480.00
(4) Gravel Shoulders	7,700	Cu. Yds.	@	.30	2,310.00
(5) Hauling Gravel Shoulders	15,000	Yd.Mi.	@	.10	1,500.00
(6) Asphalt in Place	950	Tons	@	21.00	19,950.00
(7) Emulsion or Cut back in place	105	Tons	@	22.00	2,310.00
(8) Sprinkling	1,000	M. Gal.	@	1.50	1,500.00
					$46,030.90
Traffic Control by State					1,000.00
Royalty on Gravel from Biggs pit					35.00
Contingencies -- 5% of $46,000.00					2,300.00
					$49,365.90
Engineering 6%					2,961.95
					$52,327.85

If Federal Aid is secured we will receive credit for rock furnished as follows:

#	9847	C.Y.	@	$1.40	$13,785.80
#	3558	C.Y.	@	1.60	5,692.80
Ø	1084	C.Y.	@	.40	433.60
					$19,912.20

# = Contract price delivered in stock pile.
Ø = Estimated.

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Final WEEKLY OILING REPORT Sheet #1 of 3 sheets

Contract No. 1344 Order No. Report No. 8 Week ending July 20, 1932

Columbia River Highway, Section Dillon-Biggs, Prefix 33 PE

Amount Authorized $41,575.50; Per Cent of Work Accomplished 100.0; Per Cent Money Expended 83.0.

Details of Cost to Date

X Engineering (State)	$2,268.08	Per Mi.	$205.63
A-Supervision and General Overhead	1,248.67	" "	113,21
B-Preparation of Macadam Base and Patching	303.70	" "	27.53
C-Heating and Loading Oil or Asphalt	1,817.71	Per ton	1.66
D-Cost of Oil or Asphalt (including freight)	15,948.20	" "	14.77
E-Loading, Spreading and Rolling Stone	8,340.71	" c.y.	.47
F-Hauling Stone	3,862.24	" Yd. Mi.	.13
G-Cost of Stone (including freight)	24,511.85	" c.y.	1,39
H-Moving, Setting Up and Dismantling	711.16	Per mile	64.47
J-Traffic Control (State)	1,077.74	Per mile	97.70
K-Hauling Oil or Asphalt	822.93	Per ton M.	.25
L-Spreading Oil or Asphalt	1,338.69	Per ton	1.24
M.____________________			
Grand Total	$62,251.68		

X-Labor	$11,815.31
Y-Materials (excluding stone)	15,948.20
Z-Equipment, Rental, Supplies, etc.,	9,976.32
Sub total	37,739.83
Cost of Stone (including freight)	24,511.85
Grand Total	$62,251.68

(Sgd.) Wm. J. Walsh
General Foreman

Form 840--1M-D12473-5-29.

ORE[illegible]ON STATE HIGHWAY COMMISSION

CORRECTED

OILING COST SUMMARY

Prefix 33 PE Contract No. 1344 Total Length 10.39 Mi. Specification B-7

	From M. P.	To M. P.	Grade of Oil Used	Total Gals.	Gals. Per Sq. Yd.	Grade of Rock Used	Total Cu. Yds.	Cu. Yds. Per Sq. Yd.	Remarks
Tack	100.16	111.27	E	19,532	.16	2"-1½"	6,374.0	.052	Base
1st Lift	"	"	"	101,690	.83	1½"-¾"	2,834.0	.023	Intermediate
2nd "	"	"	"	39,550	.32	¾"-½"	1,370.0	.011	Key
1st Seal	"	"	"	37,335	.3	½"-⅛"	399.5	.0033	" Filler
2nd Seal	"	"	Cut-Back	24,255	.2	½"-⅛"	829.0	.0068	1st Seal
Misc.	"	"	"	1,120		⅛"-0	408.5	.0033	Sanding
						½"-⅛"	734.5	.006	Final seal
						⅛"-0	615.5	.005	sanding

Total Cost Without Rock: Per Mile $ 3,203.99; Per Square Yard $ .26

Total Cost With Rock Per Mile $ 5,005.31; Per Square Yard $ .41

A report on this form is required for each Maintenance Section oiled or reoiled. Where more than one specification is used on the same section, a separate report is required for each specification, and the total length as shown on the first line should be the length of that specification only. Where there are detached sections of the same specification on one maintenance section they may be combined in one report.

16.4 gals oil per C.Y. rock

0.1104 C.Y. Rock per sq.yd.
1.81 gal oil per sq. yd.

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sale.

We cannot advise you with respect to this matter due to the fact that we are as much at sea as you are on account of prevailing financial conditions.

Warrants for payment of Oregon state highway work are being mailed to the contractors in accordance with the usual practice. We do not know what effect the moratorium will have on the payment of the face value of these warrants when they are presented for payment. I would be pleased to advise you further with regard to this matter, if it were possible to do so.

Very truly yours

Secretary

HBG:AJ

March 10, 1933

Clifton & Applegate
Hutton Building
Spokane, Washington

Gentlemen:

Reply is made to your letter of March 7 in which you inquire whether or not you will be able to collect the full face value of State of Oregon warrants when presented and put through proper channels.

We cannot advise you with respect to this matter due to the fact that we are as much at sea as you are on account of prevailing financial conditions.

Warrants for payment of Oregon state highway work are being mailed to the contractors in accordance with the usual practice. We do not know what effect the moratorium will have on the payment of the face value of these warrants when they are presented for payment. I would be pleased to advise you further with regard to this matter, if it were possible to do so.

Very truly yours

Secretary

HBG:AJ

JOHN M. CLIFTON, PRES.
V. J. APPLEGATE, VICE PRES.

HUTTON BUILDING
SPOKANE, WASH.

CLIFTON & APPLEGATE
(INCORPORATED)
RAILROAD CONTRACTORS

March 7th, 1933

Mr. H.B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon,

Dear Sir:

We are in receipt of State warrants #R56245 and 56246, drawn on the State Treasurer and covering estimate checks for our Lime and Rufus jobs. However, we find on presenting them to the bank here that due to the banking holiday they cannot be accepted for deposit in the new trust fund account established in accordance with the President's executive order. We are advised that after the bank holiday is over, these warrants can be deposited and sent thru for collection. However, this raises a question in our mind which we wonder if you cannot clear up for us.

As we understand it these warrants are paid from funds which the State Treasurer has on deposit in various Oregon banks. As we understand it, funds on deposit in banks prior to March 6th, are not subject to withdrawal. It is probable that at the conclusion of the bank holiday these funds will be subject to withdrawal to a limited extent only, at least this is the generally understood supposition as applied to private funds on deposit prior to March 6th.

We would like to know therefore if there is any chance that we will be unable to collect the full face of these warrants when presented and put thru proper channels.

Perhaps we are unduly concerned in regard to this, but so many things seem to be up in the air that it is a little hard up here to get definite information which can be relied upon. We would therefore appreciate you giving us information in regard to the above to the best of your ability and as promptly as possible.

Yours very truly,

CLIFTON & APPLEGATE

By J.M. Clifton
Pres.

JMC/WM

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon E-25-A

Feb. 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the __________ project agreement and certificate for the above numbered ~~Federal Aid~~ E.C.Hwy. project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer.

Encl.

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Hwy 6276

Form P. R. 2

State Oregon

Project No. E-25, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of December, 1932 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved by the Secretary on the 23rd day of October, 1919, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 31st day of August, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-five thousand, seven hundred thirty-one and 06/100 dollars ($55,731.06) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 260+58 in the S.W.¼ Sec. 9, T. 2 N., R. 16 E., W.M., near Biggs, and survey station 264+09.3 in the N.E.¼ Sec. 23, T. 3 N., R. 17 E., W.M., at the west end of bridge across John Day River (excepting therefrom a bridge to be constructed at station 1+15), length 9.843 miles, in Sherman County, being Section A of Oregon Federal Aid project No. E-25, consisting of 9.843 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~or a mile in length.~~ locally as the Biggs - John Day River section of the Columbia River Highway, between official control points, Biggs and Arlington.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the O. W. R. R. & N. Company.

(c) It is mutually agreed that the new structures at survey stations 1+15, 16+35, 115+25 and 156+77, not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structures, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-five thousand, seven hundred thirty one and 06/100 dollars ($ 55,731.06), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-five thousand, seven hundred seventy and 20/100 dollars ($ 185,770.20), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 31st day of January, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission.
(Title of officer)

By Carl Washburn
(Title of officer)

By
(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-25-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 185,770.20 as the total estimated cost of said project, and the sum of $ 55,731.06 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 31st day of January one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 3—[illegible]

FORM 2-C-1 8753 1000 1-33

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

PR 25

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

February 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith please find Order for Extra Work covering the lowering of a wter pipe east of Rufus.

I am unable to find any record of a permit for this pipe and from information secured at Rufus I learned that the pipe was in the present location prior to the construction of the highway and I should judge that we would be responsible for the lowering of it.

Yours very truly

K. D. Lytle
Division Engineer

FEB - 1933
OREGON
STATE HIGHWAY COMMISSION

kdl/c
encls.

25

January 16, 1933

Western Bridge Construction Co.,
868 Gantenbein Ave.
Portland, Oregon

Gentlemen:

We are sending you under separate cover an executed copy of the contract that was recently awarded to you for the construction of bridges over Gurkin, Scott, Hell Roaring and Helms Canyons on the Columbia River Highway in Sherman County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

January 3, 1933.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Biggs-John Day Section, Project E-23-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-65-A

BIGGS-JOHN DAY SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, January 3, 1933.

Completed Work:

Statement of completed work will be submitted upon payment of final voucher.

EMERGENCY WORK - ROADWAY

West Unit (Sta. 260+58 to Sta. 16+86)

All Required		Clearing and Grubbing		$ 1,000.00
80,000	cu. yds.	Common Excavation	$0.21	16,800.00
54,000	cu. yds.	Intermediate Excavation	0.24	12,960.00
49,000	cu. yds.	Solid Rock Excavation	0.60	29,400.00
116,000	yd. sta.	Overhaul	0.015	1,740.00
68,000	yd. mi.	Truck Haul	0.14	9,520.00
7,000	cu. yds.	Salv. Surfacing Materials	0.60	4,200.00
3,500	cu. yds.	Handling Salv. Matls. thru stkpl.	0.30	1,050.00
7,000	yd. mi.	Hauling Salvaged Materials	0.16	1,120.00
130	cu. yds.	Cement Rubble Masonry	12.00	1,560.00
40,300	cu. yds.	Gravel Topping	0.25	10,075.00
54,000	yd. mi.	Hauling Gravel Topping	0.12	6,480.00
3,000	cu. yds.	Filler	0.20	600.00
1,500	yd. mi.	Filler Haul	0.10	150.00
200	cu. yds.	Rock or Gravel Backfill	0.80	160.00
200	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	200.00
400	lin. ft.	8" Perforated Corr. Galv. Iron Pipe	0.70	280.00
470	lin. ft.	18" Corr. Galv. Iron Pipe	1.40	658.00
250	lin. ft.	24" Corr. Galv. Iron Pipe	1.80	450.00
				$ 98,403.00

East Unit (Sta. 16+86 to Sta. 264+09.3)

All Required		Clearing and Grubbing		$ 100.00
38,000	cu. yds.	Common Excavation	0.24	9,120.00
24,000	cu. yds.	Intermediate Excavation	0.27	6,480.00
33,000	cu. yds.	Solid Rock Excavation	0.56	18,480.00
97,000	yd. sta.	Overhaul	0.015	1,455.00
20,000	yd. mi.	Truck Haul	0.14	2,800.00
6,000	cu. yds.	Salvaging Surfacing Materials	0.60	3,600.00
2,500	cu. yds.	Handling Salvaged Matls. through stockpiles	0.30	750.00

6,000	yd. mi.	Hauling Salvaged Materials	$0.16	$ 960.00
25	cu. yds.	Class "A" Concrete	25.00	625.00
2,500	lbs.	Metal Reinforcement	0.07	175.00
450	cu. yds.	Cement Rubble Masonry	12.00	5,400.00
35,800	" "	Gravel Topping	0.25	8,950.00
77,000	yd. mi.	Hauling Gravel Topping	0.12	9,240.00
2,700	cu. yds.	Filler	0.30	810.00
1,400	yd. mi.	Filler Haul	0.15	210.00
200	cu. yds.	Rock or Gravel Backfill	0.50	100.00
130	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	130.00
310	" "	18" " " " "	1.40	434.00
170	" "	24" " " " "	2.00	340.00
60	" "	36" " " " "	4.00	240.00
80	" "	12" Concrete Pipe	1.00	80.00
				$ 70,479.00
				$158,802.00

BRIDGES LESS THAN 20' SPAN

Smith Canyon Bridge (Sta. 16+35)

80	cu. yds.	Excavation	$2.50	$ 200.00
8	" "	" below plans	3.00	24.00
30	" "	Class "A" Concrete	14.00	420.00
6	" "	" ops "	14.00	84.00
3,200	lbs.	Metal Reinforcement	.0425	136.00
50	lin. ft.	Concrete Handrail	3.75	187.50
All Required		Remove old bridge & maint. traffic		75.00
				$ 1,126.50

Hall Bearing Canyon Bridge (Sta. 115+25)

120	cu. yds.	Excavation	$2.50	$ 300.00
10	cu. yds.	" below plans	3.00	30.00
56	" "	Class "A" Concrete	14.00	784.00
10	" "	" ops "	14.00	140.00
5,000	lbs.	Metal Reinforcement	.0425	212.50
50	lin. ft.	Concrete Handrail	3.75	187.50
All Required		Remove old bridge & maint. traffic		75.00
				$ 1,729.00

Kelsa Canyon Bridge (Sta. 156+80)

80	cu. yds.	Excavation	$2.50	$ 200.00
10	" "	" below plans	3.00	30.00
34	" "	Class "A" Concrete	14.00	476.00
10	" "	" ops "	14.00	140.00
4,000	lbs.	Metal Reinforcement	.0425	170.00
56	lin. ft.	Concrete Handrail	3.75	210.00

All Required	Remove old bridge & maint. traffic		$ 75.00
			$ 1,338.00
		Sub-total	$173,038.50
		10% Engr. & Cont.	17,303.85
		Total...............	$190,342.35

BRIDGES OVER 20' SPAN

[illegible] Canyon Bridge (Sta. 1+20)

90	cu. yds.	Excavation	$2.50	$ 225.00
10	" "	" below plane	3.00	30.00
70	" "	Class "A" Concrete	14.00	980.00
38	" "	Class "B" "	14.00	532.00
33,000	lbs.	Metal Reinforcement	.0425	1,402.50
104	lin. ft.	Concrete Handrail	3.75	390.00
All Required		Remove old bridge & maint. traffic		150.00
		Sub-total bridge		$ 3,709.50
		10% Engr. & Cont.		370.95
		Total, bridge		$ 4,080.45

Length of Roadway	9.839 miles
" " 1 bridge (420 ft.)	.009 "
Total Length	9.848 "
Cost per mile, roadway	$19,345.70

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constn. Hwy. Funds
Roadway	$ 190,342.35	$ 57,102.70 (30%)	$ 133,239.65
Bridge	4,080.45	1,224.14 (30%)	2,856.31
Totals	$ 194,422.80	$ 58,326.84	$ 136,095.96

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint.: Chap. 41, laws 1927.

Oregon State Highway Department
Emergency Construction
Emy. Proj. No. E-25-A

BIGGS-JOHN DAY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

EMERGENCY WORK - ROADWAY

West Unit (Sta. 260+58 to Sta. 16+86)

All Required		Clearing and Grubbing		$ 1,000.00
80,000	cu. yds.	Common Excavation	$0.21	16,800.00
54,000	cu. yds.	Intermediate Excavation	0.24	12,960.00
49,000	cu. yds.	Solid Rock Excavation	0.60	29,400.00
116,000	yd. sta.	Overhaul	0.015	1,740.00
68,000	yd. mi.	Truck Haul	0.14	9,520.00
7,000	cu. yds.	Salv. Surfacing Materials	0.60	4,200.00
3,500	cu. yds.	Handling Salv. Matls. thru stkpl.	0.30	1,050.00
7,000	yd. mi.	Hauling Salvaged Materials	0.16	1,120.00
130	cu. yds.	Cement Rubble Masonry	12.00	1,560.00
40,300	cu. yds.	Gravel Topping	0.25	10,075.00
54,000	yd. mi.	Hauling Gravel Topping	0.12	6,480.00
3,000	cu. yds.	Filler	0.20	600.00
1,500	yd. mi.	Filler Haul	0.10	150.00
200	cu. yds.	Rock or Gravel Backfill	0.80	160.00
200	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	200.00
400	lin. ft.	8" Perforated Corr. Galv. Iron Pipe	0.70	280.00
470	lin. ft.	18" Corr. Galv. Iron Pipe	1.40	658.00
250	lin. ft.	24" Corr. Galv. Iron Pipe	1.80	450.00
				$ 98,403.00

Ⓐ

East Unit (Sta. 16+86 to Sta. 264+09.3)

All Required		Clearing and Grubbing		$ 100.00
38,000	cu. yds.	Common Excavation	$0.24	9,120.00
24,000	cu. yds.	Intermediate Excavation	0.27	6,480.00
33,000	cu. yds.	Solid Rock Excavation	0.56	18,480.00
97,000	yd. sta.	Overhaul	0.015	1,455.00
20,000	yd. mi.	Truck Haul	0.14	2,800.00
6,000	cu. yds.	Salvaging Surfacing Materials	0.60	3,600.00
2,500	cu. yds.	Handling Salvaged Matls. thru stockpiles	0.30	750.00
6,000	yd. mi.	Hauling Salvaged Materials	0.16	960.00
25	cu. yds.	Class "A" Concrete	25.00	625.00

2,500	lbs.	Metal Reinforcement	$0.07	$ 175.00
450	cu. yds.	Cement Rubble Masonry	12.00	5,400.00
35,800	" "	Gravel Topping	0.25	8,950.00
77,000	yd. mi.	Hauling Gravel Topping	0.12	9,240.00
2,700	cu. yds.	Filler	0.30	810.00
1,400	yd. mi.	Filler Haul	0.15	210.00
200	cu. yds.	Rock or Gravel Backfill	0.50	100.00
130	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	130.00
310	" "	18" " " " "	1.40	434.00
170	" "	24" " " " "	2.00	340.00
60	" "	36" " " " "	4.00	240.00
80	" "	12" Concrete Pipe	1.00	80.00
				$ 70,479.00
				$168,[illegible].00

BRIDGES LESS THAN 20' SPAN

South Canyon Creek Bridge (Sta. 16+35).

80	cu. yds.	Excavation	$ 2.50	$ 200.00
8	" "	Excavation below plans	5.00	40.00
30	" "	Class "A" Concrete	19.00	570.00
6	" "	Class "D" Concrete	20.00	120.00
3,200	lbs.	Metal Reinforcement	.05	160.00
50	lin. ft.	Concrete Handrail	4.00	200.00
All Required		Remove old Br. and Maint. Traffic		200.00
				$ 1,490.00

Hell Roaring Canyon Bridge (Sta. 115+25)

120	cu. yds.	Excavation	$ 2.50	$ 300.00
10	" "	Excavation below plans	5.00	50.00
56	" "	Class "A" Concrete	19.00	1,064.00
10	" "	Class "D" Concrete	19.00	190.00
5,000	lbs.	Metal Reinforcement	0.05	250.00
50	lin. ft.	Concrete Handrail	4.00	200.00
All Required		Removal of old Br. and Maint. Traffic		200.00
				$ 2,254.00

Palms Canyon Bridge (Sta. 156+80)

80	cu. yds.	Excavation	$ 2.50	$ 200.00
10	" "	Excavation below plans	5.00	50.00
34	" "	Class "A" Concrete	19.00	646.00
10	" "	" "D" "	19.00	190.00

4,000	lbs.	Metal Reinforcement	$0.05	$ 200.00
56	lin. ft.	Concrete Handrail	4.00	224.00
All Required		Removal of Old Bridge and Maint. Traffic		200.00
				$ 1,710.00
		Sub-total, Roadway		$ 174,336.00
		10% Engr. & Cont.		17,433.60
		Total, Roadway		$ 191,769.60

BRIDGES OVER 20' SPAN

Gurkin Canyon Bridge (Sta. 1+20)

90	cu. yds.	Excavation	$2.50	225.00
10	cu. yds.	Excavation below plans	5.00	$ 50.00
70	cu. yds.	Class "A" Concrete	19.00	1,330.00
38	cu. yds.	Class "D" Concrete	19.00	722.00
33,000	lbs.	Metal Reinforcement	0.05	1,650.00
104	lin. ft.	Concrete Handrail	4.00	416.00
All Required		Remove old Bridge		100.00
		Sub-total, Bridge		$ 4,493.00
		10% Engr. & Cont.		449.30
		Total, Bridge		$ 4,942.30

Length of roadway	9.839 miles
" " 1 bridge (47.0 ft.)	.009 miles
Total length	9.848 miles
Cost per mile, roadway	$ 19,490.76

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway	$ 191,769.60	$ 57,530.88 (30%)	$ 134,238.72
Bridge	4,942.30	1,779.22 (36%)	3,163.08
Totals	$ 196,711.90	$ 59,310.10	$ 137,401.80

FORM 2-G-1 6206 3M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

PR25a

PR#
Briggs-John Day R.

December 23, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
DEC 27 1932
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. S. H. Probert

Dear Sir:

After you called me I 'phoned to Rufus and talked to Mr. Applegate relative to Mr. Robert's complaint that the trains had been stopped.

He denied any knowledge of having put any rocks on the track and further stated that he, personally, had talked to Mr. Murry about the situation. They have kept a flagman on the track at all times. Could it have been a complaint about their job in Baker County?

Yours very truly

K D Lytle

K. D. Lytle
Division Engineer

kdl/c

JR 25-d

December 17, 1932

Building Material Dealers Credit Association, Inc.
511 Worchester Bldg.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of December 16th concerning contract of Western Bridge Construction Company for the construction of a bridge on the Columbia River Highway in Sherman County between Rufus and the John Day River.

Please be advised that the above firm were the low bidder on this contract. However, the contract has not yet been awarded. If you will write in again in about two weeks we perhaps will be able to furnish you with the information requested.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

BUILDING MATERIAL DEALERS' CREDIT ASSOCIATION, INC.

GEO. W. HERRON, SECRETARY

LEWIS, LEWIS & FINNIGAN
ASSOCIATION ATTORNEYS

CREDIT ASSOCIATION
BUILDING MATERIAL DEALERS
PORTLAND ORE.

511 WORCESTER BUILDING
ATWATER 8319
PORTLAND, OREGON

December 16, 1932.

RECEIVED
DEC 17 1932
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

We understand that the Western Bridge Construction Co., R. G. Barnes, has secured a contract from your commission covering a job at or near Rufus, Oregon.

Will you please advise us as to what company wrote the surety bond and for what amount.

We inclose a stamped, addressed envelope, and would appreciate a reply by return mail.

Yours very truly,

G W Herron
Secretary

GWH:MB
Encl
#16

MEMBERS

AARON BROS. PLANING MILL
ACME WHITE LEAD & COLOR WORKS
BEAVER PORTLAND CEMENT CO.
BRICE MORTGAGE CO.
BEAUMONT LUMBER CO.
BUILDERS HARDWARE & SUPPLY CO.
F. R. CHOWN HDWE. COMPANY
CENTRAL SAND & GRAVEL CO.
CITY PLANING MILL COMPANY
CITY IRON WORKS
CLARK & WILSON LUMBER CO.
COLLINS CONCRETE PIPE CO.
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COMMERCIAL CASUALTY INS. CO.
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LEVIN FURNACE CO.
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MASONS SUPPLY CO.
THE MCCRACKEN-RIPLEY COMPANY
W. J. MCCREADY LUMBER CO.
A. MCMILLAN & CO.
MERCER STEEL CO.
METROPOLITAN CASUALTY INS. CO.
MILLER PAINT & WALL PAPER CO.
MILWAUKIE LUMBER & SHINGLE CO.
MONTAVILLA FEED STORE
MUELLER SHINGLE CO.
NATIONAL LEAD CO. OF CALIFORNIA
NICOLAI-NEPPACH CO.
NICKUM & KELLY, SAND & GRAVEL CO.
NILSSON WALL PAPER CO.
NORTHWEST PLANING MILL CO.
NOTTINGHAM & CO.
OREGON ART TILE CO.
OREGON PORTLAND CEMENT CO.
OVERHEAD DOOR CO., INC.
PACIFIC BUILDING MATERIALS CO.
PACIFIC IRON WORKS
PACIFIC PLANING MILL CO.
PACIFIC PORTLAND CEMENT CO., CON.
PAGET MORTGAGE CO.
PAN-AMERICAN WALL PAPER & PAINT CO.
PITTSBURG PLATE GLASS CO.
PLUMBING & HEATING SALES CORP.
PORTLAND GAS & COKE COMPANY
PORTLAND SPRUCE CORP.
PORTLAND TRUST AND SAVINGS BANK
RASMUSSEN & CO.
ROSS ISLAND SAND & GRAVEL CO.
ROWELL LUMBER CO.
SANTA CRUZ PORTLAND CEMENT CO.
SCHWEITZER PAINT MFG. CO.
FRANK SCHMITT & COMPANY
CHARLES W. SEXTON COMPANY
SEELEY & CO.
SIMPSON HEATING CO.
SOUTHEAST PORTLAND LUMBER CO.
SPAULDING BUILDING MATERIAL DEPOT
STANDARD PORTLAND CEMENT CO.
STARK-DAVIS CO.
STROWBRIDGE HDWE. PAINT & OIL CO.
SUN PORTLAND CEMENT CO.
SWIGERT, HART & YETT CO.
JAS. A. C. TAIT & CO.
TYRE BROS. GLASS CO.
UHL BROS., INC.
WEST OREGON LUMBER CO.
WILLAMINA CLAY PRODUCTS CO

FORM [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

81.25a

December 16, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Ore.

Attention Mr. Young.

Dear Sir:

Clifton and Applegate have requested that I amplify my Circular Letter of December 10th regarding compaction.

In that letter I stated that the tamping roller would have little effect on rocky materials, gravel or pure sand, but that it should be used on any material containing sufficient earth to compact. Simple tests can be made by placing a given amount of material loosely in a cylinder and then tamping an equal amount and then measuring the respective heights to determine the compaction secured by tamping.

There may also be small volumes requiring widening where it is impractical to build up from the bottom on account of limited room. In which case one has to widen by side dumping in the most practical manner.

I expect to make an inspection of the project next week and will discuss these matters personally.

Yours truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

State Highway Engineer

HGS/H

CC to
R. H. Baldock ✓

FORM 2-C-1 4500 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

25a

December 8, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
DEC 10 1932
OFFICE OF
MAINTENANCE ENGINEER

Dear Sir:

In accordance with your request, I have split up the order for the oiling of the sand dunes above Biggs to an amount that will permit us to perform the work with state forces.

In checking these orders over with our copy of the original order, I note that these two exceed by $700.00 the original estimate but I took this up with Mr. Hodge and he advises that the order which he sent in must have been in error.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

NOTED

NOTED

cc Mr. J E. Peck

FORM 2-C-1 4602 1M 6-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

PR 25 a

November 14, 1932

RECEIVED
NOV 15 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Attached please find estimate for October 10th to November 10th on both Units of the Biggs-John Day River Section of the Columbia River Highway.

The contractor is paying twice a month, on the 25th and 10th, last month we held the estimate for the payroll on the 10th but as it caused a delay, we have not done so this month. Only one payroll is attached which covers the period of October 10-25. Next month there will be two payrolls with the estimate.

It seems impossible to secure enough veterans on these payrolls to meet with your request, as the counties send out older men. In Wasco County I took this up with the County Judge and he advised that there were practically no veterans in that county who needed help.

Yours very truly,

K. D. Lytle,
Division Engineer.

NOTED
State Highway Engineer

KDL:H
Enclosures.

Asst State Highway Engineer

cc Mr. J. H. Peck

FORM 2-C-1 4908 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

25a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 7, 1932

RECEIVED
NOV 9 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. Arthur W. Jones, Director,
Public Employment Bureau,
192-First Street,
Portland, Oregon.

Dear Sir:

After receiving your letter of October 27 in regard to the men employed by Clifton and Applegate on the Biggs-John Day Section, I wrote our Mr. Peck, Resident Engineer, on this job and sent him a copy of your letter, and also sent you a copy of my letter to Mr. Peck.

Mr. Peck advises that the men, with four exceptions, all have identification cards such as you sent to me. This is in variancy with your letter and it occured to me the cards held by the men on the job may not have been issued by your office or that the issuance of these cards may not necessarily entitle the man to a job .

We are anxious to see that the contractors comply with the stipulations of the contract as regards the employment of labor.

The contractor will again submit a payroll within the next few days and I will then send you a list of the men who are shown as having been taken from Multnomah County.

In the meantime I would appreciate any suggestions you may have as to methods of checking on the identity of the men working for the contractor.

A copy of Mr. Peck's reply to my letter of October 28 is attached hereto.

Yours very truly,

NOTED
State Highway Engineer

K. D. Lytle,
Division Engineer.

KDL:E
Enclosure.
cc Mr. H. G. Smith ✓
cc Mr. Worth W. Caldwell
cc Mr. J M. Peck

Biggs - John Day R

4K E25a

November 3, 1932.

Mr. Paul Winans,
Route No. 4,
Hood River, Oregon.

Dear Sir:

In reply to your letter of November 2nd, this will advise that the contract for the grading of the approaches to the Dillon Overhead Crossing included no provision relative to the wage rates or equipment rental rates to be paid by the contractor. It did stipulate, however, that the length of the working shift should not exceed six hours.

In the contract for the grading of the Biggs-John Day River Section, it is stipulated that the wage rate for unskilled labor shall be not less than 50 cents per hour and for skilled labor not less than 60 cents per hour. It is also stipulated that no persons engaged in the work are to be either required or permitted to work more than 30 hours per week. The contract makes no provision for the rental rates to be paid on equipment.

There is nothing in either contract which would govern the rate to be paid you by the contractor for the use of your tractor. That is a matter which is subject to agreement between yourself and the contractor. If the contractor is paying all operating expense in connection with the tractor, it appears to us that a rate of $20.00 per 12-hour day is considerably in excess of present day rental rates.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

SHP:ER

S. H. Probert,
Office Engineer.

Hood River, Oregon. November 2, 1932.

RECEIVED
NOV 3 - 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:-

I wish to ask for information as to rate of pay schedules allowed on the Rufus and Dillon, Oregon contracts.

If you have any printed froms showing the rates both for labor and rental of equipment I should be pleased to receive two or three copies.

I have had a "Sixty" tractor on these jobs and had the understanding that I would receive $10.00 per day on the basis of a six hour shift with the tractor to run two shifts per day. The contractors now propose to pay me on the basis of $10.00 per day flat. That is for each calendar day the equipment actually worked on the job regardless of hours. As the tractor worked two Nearly shifts straight through the job this cuts the proceeds to me practically in half.

I would appreciate a ruling from your office which will clarify this matter.

Yours truly,

Route 4, Hood River, Oregon.

Paul D. Vinans,

Form 2-A-1 [illegible] 6-32

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

GR 25a

October 31, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. V. Simmons,
1817 Bluff St.,
The Dalles, Ore.

NOTED
State Highway Engineer

Dear Sir:

In answer to yours of October 27th, wish to advise that at the present time we have no positions open on the Biggs-John Day River Section. However, if at a later date we are in need of material checkers on this job your application will be given consideration.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By HGS.
H. G. Smith,
Construction Engineer.

Dictated by

Charles F. Low

CC to
R.H. Baldock ✓

FORM 5-A-1 9483 5000 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

SR 25A

October 17, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

With reference to the reverse curve near Day siding on the Biggs-John Day River Section, Station 152 to 163, beg to advise that we will make no further major revisions at this place but keep approximately the line upon which the contract was let. However, opposite Station 145 the new center line should be at least located symmetrically with the old center line in order to avoid readjusting the siding.

It would appear that this can be done much cheaper than moving the railroad track.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to
R.H. Baldock ✓
J. E. Peck

FORM 9-A-1 5433 3000 9-31

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

JK25

October 5, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

The drafting department has advised that it will be necessary to have more data for making up the encroachment maps on the Biggs-John Day River Section of the Columbia River Highway.

Will you kindly make angle and distant ties to the head blocks at both ends of the long Railroad siding at Grant.

There appears to be an error of about 10 ft. between the center line of the railroad and center line of the highway at Station 173 + 50. Please take new cross section at this station taking the section out to the center line of the track.

Also make an angle and distant tie to the west end of the railroad bridge over the John Day River. The tie to the bridge should be made to the face of the back wall or abutment at the end of the bridge.

The reason for making the ties at these points is that the railroad station of the tie as well as the station of the highway center line must be shown on the encroachment map, and the station of these ties can be procured from the railroad map which we have on file in the office. Therefore in future in making ties to the railroad use such points as end of bridge, switch blocks, head blocks, culverts, in order that the station of the railroad may be ascertained, unless the R.R. stationing can be ascertained in the field.

Please procure this information and send it in at once in order that these encroachments may be sent out without undue delay.

Yours very truly,

NOTED
State Highway Engineer

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith
H. G. Smith,
Construction Engineer.

CC to

R. H. Baldock ✓
K. D. Lytle

Dictated by
Charles E. Low

OR 25a

October 4, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the grading of the Biggs-John Day River Unit of the Sherman County Section, Emergency Construction Project [illegible].

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MR.

Encl.

Oregon State Highway Department   Emerg. Constr. Proj. No. E-25 A.

BIGGS-JOHN DAY RIVER UNIT OF THE SHERMAN COUNTY SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1932.

Statement of Completed Work

Statement of completed work will be submitted upon payment of final voucher.

EMERGENCY WORK - ROADWAY

East Unit (Sta. 260+58 to Sta. 16+86)

All Required		Clearing and Grubbing		$ 1,000.00
80,000	cu. yds.	Common Excavation	$0.21	16,800.00
54,000	" "	Intermediate Excavation	0.24	12,960.00
49,000	" "	Solid Rock Excavation	0.60	29,400.00
116,000	yd. sta.	Overhaul	0.015	1,740.00
68,000	yd. mi.	Truck Haul	0.14	9,520.00
7,000	cu. yds.	Salv. Surfacing Materials	0.60	4,200.00
3,500	" "	Handling Salvaged Matls. thru stockpiles	0.30	1,050.00
7,000	yd. mi.	Hauling Salvaged Materials	0.16	1,120.00
130	cu. yds.	Cement Rubble Masonry	12.00	1,560.00
40,300	" "	Gravel Topping	0.25	10,075.00
54,000	yd. mi.	Hauling Gravel Topping	0.12	6,480.00
3,000	cu. yds.	Filler	0.20	600.00
1,500	yd. mi.	Filler Haul	0.10	150.00
200	cu. yds.	Rock or Gravel Backfill	0.80	160.00
200	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	200.00
400	" "	8" Perforated Corr. Galv. Iron Pipe	0.70	280.00
470	" "	18" Corr. Galv. Iron Pipe	1.40	658.00
250	" "	24" " " " "	1.80	450.00
				$ 98,403.00

East Unit (Sta. 16+86 to Sta. 264+09.3)

All Required		Clearing and Grubbing		$ 100.00
38,000	cu. yds.	Common Excavation	0.24	9,120.00
24,000	" "	Intermediate Excavation	0.27	6,480.00
33,000	" "	Solid Rock Excavation	0.56	18,480.00
97,000	yd. sta.	Overhaul	0.015	1,455.00
20,000	yd. mi.	Truck Haul	0.14	2,800.00
6,000	cu. yds.	Salvaging Surfacing Materials	0.60	3,600.00
2,500	" "	Handling Salvaged Matls. thru stockpiles	0.30	750.00
6,000	yd. mi.	Hauling Salvaged Materials	0.16	960.00
25	cu. yds.	Class "A" Concrete	25.00	625.00

2,500	lbs.	Metal Reinforcement	0.07	$ 175.00
450	cu. yds.	Cement Rubble Masonry	12.00	5,400.00
35,800	" "	Gravel Topping	0.25	8,950.00
77,000	yd. mi.	Hauling Gravel Topping	0.12	9,240.00
2,700	cu. yds.	Filler	0.30	810.00
1,400	yd. mi.	Filler Haul	0.15	210.00
200	cu. yds.	Rock or Gravel Backfill	0.50	100.00
130	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	130.00
310	" "	18" " " " "	1.40	434.00
170	" "	24" " " " "	2.00	340.00
60	" "	36" " " " "	4.00	240.00
80	" "	12" Concrete Pipe	1.00	80.00
				$70,479.00
			Sub-total	$168,882.00
			10% Engr. & Cont.	16,888.20
			Total	$185,770.20

Length of Roadway	9.843 miles
" " Bridges	.005 "
Total length	9.848 "
Cost per mile	$18,873.33

Regular Federal Aid Funds Requested	$55,731.06	(30%)
Emergency Advance Funds Requested	130,039.14	
	$185,770.20	

State Funds for Construction: Chapter 31, Laws 1917: Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

E25A

October 8, 1932

Clifton & Applegate,
Hutton Building,
Spokane, Washington.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Biggs-John Day River Section of the Columbia River Highway in Sherman County.

Very truly yours,

Secretary

AJ

P. S.
Sent under separate cover by express.

FORM 5-A-1 4700 5000 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

E 35A

OREGON STATE HIGHWAY COMMISSION
SALEM

September 30, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. Murray,
Chief Engineer,
O.-W. R. & N. Co.,
Pittock Block,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

In checking over the rights of way on the reconstruction which we recently started between Biggs and the John Day River, we find discrepancies between our field records and your right of way maps concerning your right of way opposite Station 3541 + 60.8 to Station 3591 and from your Station 3590 to 3600. This is near the railroad siding at Grants.

Your maps indicate that you have extra width right of way at this point which seems to have been overlooked by our field forces. Will you kindly check this up and advise so that we may complete the encroachment maps if one be necessary.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 5-A-1 4700 5000 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

E35A

OREGON STATE HIGHWAY COMMISSION
SALEM

September 5, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. J. K. Peck,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

The University of Oregon, through Professors Warren D. Smith and L. S. Cressman, have requested that they be notified if any material of an anthropological or geological nature be discovered during construction so that they may make contact and secure whatever scientific evidence the discovery offered.

Will you kindly keep this in mind during the Highway grading from Biggs to the John Day River with a view to preserving anything of this nature in place so that it can be examined before being destroyed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

September 2, 1932

RECEIVED
SEP 2 - 1932
OREGON
STATE HIGHWAY COMMISS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that Oregon Emergency Construction Highway Project E-25-A was recommended for approval August 31, 1932.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

This also confirms our verbal concurrence in the award of the contract to Clifton & Applegate, Spokane, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

AUG 30 1932

E25A

RECEIVED
AUG 30 1932
OREGON
STATE HIGHWAY COMMISSION

Division Engineer's Estimate of Cost

of Grading

East Unit of Biggs-John Day River Section

The Columbia River Highway

Clearing & Grubbing					$ 100.00
Common Excavation	38,000	Cu. Yds.	@	$0.22	8,360.00
Intermediate Excavation	24,000	" "	@	.30	7,200.00
Solid Rock "	33,000	" "	@	.90	29,700.00
Overhaul	97,000	Sta. Yds.	@	.01	970.00
Truck Haul	20,000	Yd. Mi.	@	.14	2,800.00
Salvaging Surfacing Materials	6,000	Cu. Yds.	@	.60	3,600.00
Handling. Salv. Surf. Mtls. St.Pile	2,500	" "	@	.35	875.00
Hauling Salvaged Surfacing Materials	6,000	Yd. Mi.	@	.18	1,080.00
Class "A" Concrete	25	Cu. Yds.	@	25.00	625.00
Metal Reinforcement	2,500	pounds	@	.05	125.00
Cement Rubble Masonry	450	Cu. Yds.	@	9.00	4,050.00
Gravel Topping	35,800	" "	@	.30	10,740.00
Hauling Gravel Topping	77,000	Yd. Mi.	@	.12	9,240.00
Filler	2,700	Cu. Yds.	@	.25	675.00
Filler Haul	1,400	Yd. Mi.	@	.12	168.00
Rock or Gravel Back Fill Drains	200	Cu. Yds.	@	.50	100.00

Pipe Alternate "A" (Using Iron in New Installations)

12" Corr. Galv. Iron Pipe	130	Lin.Ft.	@	1.00	130.00
18" " " " "	310	" "	@	1.50	465.00
24" " " " "	170	" "	@	2.00	340.00
36" " " " "	60	" "	@	5.00	300.00
12" Concrete Pipe	80	" "	@	1.20	96.00

Pipe Alternate "B" (Using Concrete in New Installation)

18 "A" - 12" Concrete Pipe	80	Lin. Ft.	@	1.20	96.00
19 "A" - 18" " "	140	" "	@	1.75	245.00
20 "A" - 24" " "	50	" "	@	2.25	112.50
21 "A" - 12" Corr. Galv. Iron Pipe	130	" "	@	1.00	130.00
22 "A" - 18" " " " "	170	" "	@	1.50	255.00
23 "A" - 24" " " " "	120	" "	@	2.00	240.00
24 "A" - 36" " " " "	60	" "	@	5.00	300.00

Amount of Bid, East Unit Using Iron Pipe (Alternate "A") $81,739.00

" " " " " " Concrete " (Alternate "B") 81,786.50

RECEIVED
AUG 30 1932
[illegible]

Division Engineer's Estimate of Cost
of Grading
West Unit of Biggs-John Day River Section
The Columbia River Highway

RECEIVED
AUG 30 1932
OREGON
STATE HIGHWAY COMMISSION

Clearing & Grubbing					$600.00
Common Excavation	80,000	Cu. Yds	@	$.18	14,400.00
Intermediate Excavation	54,000	" "	@	.25	13,500.00
Solid Rock "	49,000	" "	@	1.10	53,900.00
Overhaul	116,000	Sta. "	@	.01	1,160.00
Truck Haul	68,000	Yd. Mi.	@	.14	9,520.00
Salvaged Surfacing Mtls.	7,000	Cu. Yds.	@	.60	4,200.00
Handling Salv. " "	3,500	Cu. Yds.	@	.35	1,225.00
Hauling " " "	7,000	Yd. Mi.	@	.18	1,260.00
Cement Rubble Masonry	130	Cu. Yds.	@	9.00	1,170.00
Gravel Topping	40,300	" "	@	.30	12,090.00
Hauling Gravel Topping	54,000	Yd. Mi.	@	.12	6,480.00
Filler	3,000	Cu. Yds.	@	.25	750.00
" Haul	1,500	" "	@	.12	180.00
Rock or Gravel Bk.fill Drains	200	" "	@	.50	100.00

8/

Pipe Alternate "A" (Using Iron in New Installations)

16 - 12" Corr. Galv. Iron Pipe	200	Lin. Ft.	@	$1.00	200.00
17 - 8" Perforated Corr.Galv.	400	" "	@	.50	200.00
18 - 18" Corr. Galv. Iron Pipe	470	" "	@	1.50	705.00
19 - 24" " " " "	250	" "	@	2.00	500.00

Pipe Alternate "B" (Using Concrete in New Installations)

16 "A"- 12" Concrete Pipe	200	Lin. Ft.	@	$1.20	240.00
17 "A"- 8" Perforated Con.Pipe	400	" "	@	.50	200.00
18 "A" 18" Concrete Pipe	470	" "	@	1.75	822.50
19 "A" 24" Concrete Pipe	250	" "	@	2.25	562.50

Amount of Bid, West Unit Using Iron Pipe (Alternate "A")	$122,140.00
" " " " " " Concrete " (Alternate "B")	122,360.00

RECEIVED
AUG 30 1932
CONSTR [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

E 75 A

August 29, 1932

RECEIVED
AUG 30 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. E. G. Smith

Dear Sir:

Attached please find Division Engineer's Estimate of Cost of grading the East and West Units of the Biggs-John Day River Section of The Columbia River Highway.

Yours very truly

K. D. Lytle
Division Engineer

By W.O. Widdows
W. O. Widdows

wow/c
encls.

RECEIVED
AUG 30 1932
OREGON
STATE HIGHWAY COMMISSION

Division Engineer's Estimate of Cost
of Grading
East Unit of Biggs-John Day River Section
The Columbia River Highway

Clearing & Grubbing					$ 100.00
Common Excavation	38,000	Cu. Yds.	@	$0.22	8,360.00
Intermediate Excavation	24,000	" "	@	.30	7,200.00
Solid Rock "	33,000	" "	@	.90	29,700.00
Overhaul	97,000	Sta. Yds.	@	.01	970.00
Truck Haul	20,000	Yd. Mi.	@	.14	2,800.00
Salvaging Surfacing Materials	6,000	Cu. Yds.	@	.60	3,600.00
Handling. Salv. Surf. Mtls. St.Pile	2,500	" "	@	.35	875.00
Hauling Salvaged Surfacing Materials	6,000	Yd. Mi.	@	.18	1,080.00
Class "A" Concrete	25	Cu. Yds.	@	25.00	625.00
Metal Reinforcement	2,500	pounds	@	.05	125.00
Cement Rubble Masonry	450	Cu. Yds.	@	9.00	4,050.00
Gravel Topping	35,800	" "	@	.30	10,740.00
Hauling Gravel Topping	77,000	Yd. Mi.	@	.12	9,240.00
Filler	2,700	Cu. Yds.	@	.25	675.00
Filler Haul	1,400	Yd. Mi.	@	.12	168.00
Rock or Gravel Back Fill Drains	200	Cu. Yds.	@	.50	100.00

Pipe Alternate "A" (Using Iron in New Installations)

12" Corr. Galv. Iron Pipe	130	Lin.Ft.	@	1.00	130.00
18" " " " "	310	" "	@	1.50	465.00
24" " " " "	170	" "	@	2.00	340.00
36" " " " "	60	" "	@	5.00	300.00
12" Concrete Pipe	80	" "	@	1.20	96.00

Pipe Alternate "B" (Using Concrete in New Installation)

18 "A" - 12" Concrete Pipe	80	Lin. Ft.	@	1.20	96.00
19 "A" - 18" " "	140	" "	@	1.75	245.00
20 "A" - 24" " "	50	" "	@	2.25	112.50
21 "A" - 12" Corr. Galv. Iron Pipe	130	" "	@	1.00	130.00
22 "A" - 18" " " " "	170	" "	@	1.50	255.00
23 "A" - 24" " " " "	120	" "	@	2.00	240.00
24 "A" - 36" " " " "	60	" "	@	5.00	300.00

Amount of Bid, East Unit Using Iron Pipe (Alternate "A") $81,739.00

" " " " " " Concrete " (Alternate "B") 81,786.50

RECEIVED
AUG 30 1932
OREGON
STATE HIGHWAY COMMISSION

Division Engineer's Estimate of Cost
# of Grading
West Unit of Biggs-John Day River Section
The Columbia River Highway

Clearing & Grubbing					$600.00
Common Excavation	80,000	Cu. Yds	@	$.18	14,400.00
Intermediate Excavation	54,000	" "	@	.25	13,500.00
Solid Rock "	49,000	" "	@	1.10	53,900.00
Overhaul	116,000	Sta. "	@	.01	1,160.00
Truck Haul	68,000	Yd. Mi.	@	.14	9,520.00
Salvaged Surfacing Mtls.	7,000	Cu. Yds.	@	.60	4,200.00
Handling Salv. " "	3,500	Cu. Yds.	@	.35	1,225.00
Hauling " " "	7,000	Yd. Mi.	@	.18	1,260.00
Cement Rubble Masonry	130	Cu. Yds.	@	9.00	1,170.00
Gravel Topping	40,300	" "	@	.30	12,090.00
Hauling Gravel Topping	54,000	Yd. Mi.	@	.12	6,480.00
Filler	3,000	Cu. Yds.	@	.25	750.00
" Haul	1,500	" "	@	.12	180.00
Rock or Gravel Bk.fill Drains	200	" "	@	.50	100.00

Pipe Alternate "A" (Using Iron in New Installations)

16 - 12" Corr. Galv. Iron Pipe	200	Lin. Ft.	@	$1.00	200.00
17 - 8" Perforated Corr.Galv.	400	" "	@	.50	200.00
18 - 18" Corr. Galv. Iron Pipe	470	" "	@	1.50	705.00
19 - 24" " " " "	250	" "	@	2.00	500.00

Pipe Alternate "B" (Using Concrete in New Installations)

16 "A"- 12" Concrete Pipe	200	Lin. Ft.	@	$1.20	240.00
17 "A"- 8" Perforated Con.Pipe	400	" "	@	.50	200.00
18 "A" 18" Concrete Pipe	470	" "	@	1.75	822.50
19 "A" 24" Concrete Pipe	250	" "	@	2.25	562.50

Amount of Bid, West Unit Using Iron Pipe (Alternate "A")	$122,140.00
" " " " " " Concrete " (Alternate "B")	122,360.00

OR-25A

August 27, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the regrading of the Biggs-John Day River unit of the Sherman County section Project No. E-25-A. Five bid proposals, five blueprint copies of the plans and one set of original cross-sections for this project are being sent under separate cover.

It is noted that on the plans for the Deschutes River-Biggs unit of this project that the station given at the east end of the Spanish Hall Bridge is 260+60.6. Apparently this station is incorrect and it should be 260+58. This change will affect the length of the roadway for the complete project and we will take it into consideration when a revised estimate covering the complete project is submitted.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EK
Encls.

Oregon State Highway Department. Emerg. Constr. Proj. No. E-65 A.

BIGGS-JOHN DAY RIVER UNIT OF THE SHERMAN COUNTY
SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate accompanying plans. Not as basis for project agreement.)

Salem, Oregon, August 27, 1932.

Statement of Completed Work:

Statement of completed work will be submitted upon payment of Final Voucher.

EMERGENCY WORK - ROADWAY

West Unit (Sta. 260+58 to Sta. 16+86)

All Required	Clearing & Grubbing		$ 500.00
80,000 cu. yds.	Common Excavation	$ 0.20	16,000.00
54,000 " "	Intermediate Excavation	0.40	21,600.00
49,000 " "	Solid Rock Excavation	0.80	39,200.00
116,000 yd. sta.	Overhaul	0.02	2,320.00
68,000 yd. mi.	Truck Haul	0.15	10,200.00
7,000 cu. yds.	Salv. Surfacing Matls.	0.50	3,500.00
3,500 " "	Handling Salv. Matls. thru Stockpiles	0.40	1,400.00
7,000 yd. mi.	Hauling Salvaged Matls.	0.15	1,050.00
130 cu. yds.	Cement Rubble Masonry	10.00	1,300.00
40,300 " "	Gravel Topping	0.40	16,120.00
54,000 yd. mi.	Hauling Gravel Topping	0.15	8,100.00
3,000 cu. yds.	Filler	0.30	900.00
1,500 yd. mi.	Filler Haul	0.15	225.00
200 cu. yds.	Rock or Gravel Backfill	1.00	200.00
200 lin. ft.	12" Corr. Galv. Iron Pipe (Ext.)	1.00	200.00
400 " "	8" Perforated Pipe (New)	0.60	240.00
470 " "	18" Culvert Pipe (New)	1.50	705.00
250 " "	24" " " "	2.00	500.00
			$124,260.00

East Unit (Sta. 16+86 to Sta. 264+09.3)

All Required	Clearing & Grubbing		500.00
38,000 cu. yds.	Common Excavation	0.20	7,600.00
24,000 " "	Intermediate Excavation	0.40	9,600.00
33,000 " "	Solid Rock Excavation	0.80	26,400.00

97,000	yd. sta.	Overhaul	$ 0.02	$ 1,940.00
20,000	yd. mi.	Truck Haul	0.15	3,000.00
6,000	cu. yds.	Salvaging Surfacing Matls.	0.50	3,000.00
2,500	" "	Handling Salv. Matls. thru Stockpiles	0.40	1,000.00
6,000	yd. mi.	Hauling Salvaged Matls.	0.15	900.00
25	cu. yds.	Class "A" Concrete	20.00	500.00
2,500	lbs.	Metal Reinforcement	0.06	150.00
450	cu. yds.	Cement Rubble Masonry	10.00	4,500.00
35,800	" "	Gravel Topping	0.40	14,320.00
77,000	yd. mi.	Hauling Gravel Topping	0.15	11,550.00
2,700	cu. yds.	Filler	0.30	810.00
1,400	yd. mi.	Filler Haul	0.15	210.00
200	cu. yds.	Rock or Gravel Backfill	1.00	200.00
130	lin. ft.	12" Corr. Galv. Iron Pipe (Ext.)	1.00	130.00
170	" "	18" " " " " "	1.50	255.00
120	" "	24" " " " " "	2.00	240.00
60	" "	36" " " " " "	2.50	150.00
80	" "	12" Concrete Pipe (Ext.)	1.00	80.00
140	" "	18" Culvert Pipe (New)	1.50	210.00
50	" "	24" " " "	2.00	100.00
				$ 87,345.00

Sub-total	$211,605.00
10% Engr. & Cont.	21,160.50
Total............	$232,765.50

Length of Roadway	9.843 miles
" " Bridges	.005 "
Total length	9.848 "
Cost per mile	$23,647.82

Regular Federal Aid Funds Requested	$ 69,829.65	(30%)
Emergency Advance Funds Requested	162,935.85	
	$232,765.50	

FORM 2-C-1 4902 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

PR 25A

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

NOTED
State Highway Engineer

August 8, 1932

RECEIVED
AUG 9 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

Herewith please find Special Provisions covering the grading of the Biggs-John Day River Section of the Columbia River Highway, which were written to conform with the instructions contained in your letter of July 28th. It occurs to me as though the contractor should be allowed to use a tractor-drawn scarifier in tearing up the old roadway.

Mr. Langille was notified to proceed with the securing of the options for the right of way and as I anticipate some opposition to our line by the owners of the property west of Rufus; it might be well to specify that the contractor be required to confine his operations to the work east of Rufus until such time as we can get the necessary right of way west of that place. There may be some opposition in the town of Rufus to our line as we have abandoned the present road from a point about ½ mile east of Rufus to Mile Post 113.6, which Mile Post is located at the Maryhill Ferry road. Do you know whether or not the Commission has expressed any opinion as to this part of the line?

I would recommend that the bridge at Station 1+20 be built under a separate contract. Also that the bridges at Stations 17+00, 115+30 and 156+70 be widened and the box culvert at Station 191+92 lengthened under a separate contract. All of the above mentioned bridges and culvert are concrete and are located east of Rufus.

For your information, I have had Mr. Langille start acquiring the right of way on the east end of the project.

In my summary of quantities I am listing two classes of pipe for the reason that the extensions put onto the existing pipes should be the same type while the new pipe can be either galvanized iron or concrete. You will also note that I have left blank the items of Overhaul and Truck Haul, which seem to me to be in error. I have asked Mr. Probert to return the mass diagram to Mr. Peck who will advise you direct as to the proper quantities for those two items.

The original of the profile of that part of this section from Rufus to the John Day River is being returned to you under separate cover.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

cc S. H. Probert
J. E. Peck

E25A

ESTIMATED COST OF THE BIGGS-RUFUS SECTION

July 30, 1932.

Item	Unit	Quantities	Unit Price	Amount
Clearing and Grubbing	All			$ 250.00
Excavation Common	Cu.Yd.	76,300	.30	22,890.00
" Intermediate	"	16,600	.60	9,960.00
" Solid Rock	"	46,500	1.00	46,500.00
Overhaul	Sta.Yds.	107,000	.05	5,350.00
Truck Haul	Yd.Mi.	86,800	.12	10,416.00
12" Corr. Iron Culvert Pipe	Lin.Ft.	156	1.00	156.00
18" " " " "	"	480	1.50	720.00
24" " " " "	"	234	2.50	585.00
8" Perforated Concrete Drain Pipe	"	440	1.00	440.00
Rubble Masonry	Cu.Yd.	760	6.00	4,560.00
Pit Run Gravel	"	40,300	.40	16,120.00
Gravel Haul	Yd.Mi.	53,300	.12	6,396.00
Earth Filler	Cu.Yd.	3,000	.30	900.00
Filler Haul	Yd.Mi.	1,500	.10	150.00
Salvaged Surface Material	Cu.Yd.	6,600	.60	3,960.00
Salvaged Material Haul	Yd.Mi.	6,600	.12	792.00
Class "A" Concrete	Cu. Yd.	460	25.00	11,500.00
Reinforcing Steel	Lbs.	5,500	.06	330.00
				$ 144,695.00
			Engineering	14,405.00
				$ 159,100.00

June 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Sherman County Section, Project No. 25.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department. Project No. 25 (Reap.)

ACROSS SHERMAN COUNTY SECTION OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, June 23, 1932.

STATEMENT OF COMPLETED WORK

Final Cost on Roadway (Excl. bridges over 20' Span)	$ 306,667.51
Engineering and Contingencies	60,604.41
Total - - - - - - - -	$ 367,271.92
Final Cost on Fulton Canyon and Spanish Gulch Bridges	$ 26,918.70
Engineering and Contingencies	2,205.39
Total - - - - - - - -	$ 29,124.09
Federal Aid Paid on Roadway	$ 164,857.30
" " " " Bridges	12,987.81
Total Federal Aid (F. Y. 1921)	$ 177,845.11

Length of Roadway (Excl. bridges over 20' Span) 14.733 miles

Fulton Canyon Bridge 30.0 ft.
Spanish Gulch Bridge 374.4 ft.

Total - - - - 404.4 ft. .077 miles

Total length - - - - - - - - 14.810 "

Cost per mile roadway $24,928.52

Federal Aid paid per mile, rdwy. 11,189.66

New Work – Roadway (Sta. 264+35 to 517+49)

Regrading (Sta. 264+35 to Sta. 517+49.0)

All Required	Clearing and Grubbing	$	$ 73.43
34,400 cu. yds.	Common Excavation	0.28 low bid	9,632.00
1,300 cu. yds.	Intermediate Excavation	0.45 " "	585.00

5,300	cu. yds.	Solid Rock Excavation	$1.05	low bid	$5,565.00
4,600	yd. sta.	Overhaul	0.03	" "	138.00
15,700	yd. mi.	Truck Haul	0.16	" "	2,512.00
90	lin. ft.	12" Corr. Galv. Iron Pipe	1.10	" "	99.00
360	lin. ft.	18" Corr. Galv. Iron Pipe	1.75	" "	630.00
105	lin. ft.	24" Corr. Galv. Iron Pipe	3.25	" "	341.25
30	lin. ft.	48" Concrete Pipe	8.25	" "	247.50
12,700	cu. yds.	Gravel Topping	0.28	" "	3,556.00
36,800	yd. mi.	Hauling Gravel, Truck Measure	0.14	" "	5,152.00
2,800	cu. yds.	Salv. Surf. Matls.	0.50	" "	1,400.00
1,060	cu. yds.	Earth Filler	0.30	" "	318.00
1,700	yd. mi.	Filler Haul	0.16	" "	272.00
700	lin. ft.	6" Perforated Concrete Pipe	0.45	" "	315.00
350	cu. yds.	Gravel Backfill	1.00	" "	350.00
					$31,186.18
			10% Engr. & Cont.		3,118.61
			Total - - - - - - - - - -		$34,304.79

Bituminous Macadam Wearing Surface:

3,700	cu. yds.	Grade "D" Rock in Stockpile	$1.40	low bid	$ 5,180.00
1,800	cu. yds.	Grade "C" Rock in Stockpile	1.40	" "	2,520.00
600	cu. yds.	Grade "B" Rock in Stockpile	1.60	" "	960.00
1,150	cu. yds.	Grade "A" Rock in Stockpile	1.60	" "	1,840.00
4.7	miles	Preparation of Base	50.00	" "	235.00
1,680	cu. yds.	Placing Mineral Aggregate in Shaping Course	.92	" "	1,545.60
5,880	cu. yds.	Placing Mineral Aggregate exclusive of Shaping Course	.80	" "	4,704.00
10,900	yd. mi.	Hauling Mineral Aggregate	.16	" "	1,744.00
400	tons	Asphalt in Place	20.70	" "	8,280.00
45	tons	Emulsified (or Cut-back) Asphalt in Place	21.05	" "	947.25
2,650	cu. yds.	Gravel Shoulders	.30	" "	795.00
5,500	yd. mi.	Hauling Gravel Shoulders	.10	" "	550.00
					$29,300.85
			10% Engr. & Cont.		2,930.08
			Total - - - - - - - - - -		$32,230.93

New Work - Roadway (Sta. 260+40 to Sta. 0+00 to Sta. 263+34.5)

Bituminous Macadam Wearing Surface:

7,000	cu. yds.	Grade "D" Rock in Stockpile	$1.40	low bid	$ 9,800.00
3,600	cu. yds.	Grade "C" Rock in Stockpile	1.40	" "	5,040.00

1,300	cu. yds.	Grade "B" Rock in Stockpile	$ 1.60	low bid	$ 2,080.00
2,700	cu. yds.	Grade "A" Rock in Stockpile	1.60	" "	4,320.00
9.9	miles	Preparation of Base	50.00	est.	495.00
15,800	cu. yds.	Placing Mineral Aggregate	.80	"	12,640.00
23,700	yd. mi.	Hauling Mineral Aggregate	.16	"	3,792.00
880	tons	Asphalt in Place	20.70	"	18,216.00
100	tons	Emulsified (or Cut-back) Asphalt in Seal Coat	21.05	"	2,105.00
5,000	cu. yds.	Gravel Shoulders	.30	"	1,500.00
10,000	yd. mi.	Hauling Gravel Shoulders	.10	"	1,000.00
					$60,988.00
		10% Engr. & Cont.			6,098.80
		Total - - - - - - - - - - - -			$67,086.80

Original length of project (excl. bridges)	14.733	miles
Revised " " " (" ")	14.696	"
Original length of regrading unit (Sta. 264+35 to Sta 519+91.2) (Excl. bridges)	4.812	"
Revised length of regrading unit (Sta. 264+35 to 517+49) (Excl. bridges)	4.775	"
Cost per mile, bituminous macadam project	$6,758.14	
Cost per mile, regrading project	7,184.24	

Adjusted Federal Aid paid per mile -

$164,857.30 ÷ 14.696 = $11,217.83

Deficiency,- $\frac{20,000.00 - 11,217.83}{20,000.00}$ = .43910

.43910 x $18,669.00 = $8,197.55 (F. A. per mile allowable on new work)

SUMMARY

Item	Total Cost	Federal Aid Funds		Fed. Aid Per Mile	Emergency Advance Funds	State Funds
New Work (Sta. 264+35 to Sta. 517+49) (Net length 4.775 miles)						
Regrading	$34,304.79	$13,619.78	(34.70+%)	$2,852.31	$19,660.35	$ 1,024.66
Bit. Mac.	32,230.93	20,057.30	(62.23%)	4,200.48	--	12,173.63
	$66,535.72	$33,677.08		$7,052.79	$19,660.35	$13,198.29
New Work (Sta. 264+35 to 0+00 to 264+34.5) (Net length 9.921 miles)						
Bit. Mac.	$67,086.80	$41,748.11		$4,208.05	--	$25,338.69
Totals, New Work	$133,622.52	$75,425.19		--	$19,660.35	$38,536.98
Old Work:						
Roadway	$367,271.92	$164,857.30		$11,217.83	--	$202,414.62
2 Bridges	29,124.09	12,987.81		--	--	16,136.28
	$396,396.01	$177,845.11		--	--	$218,550.90
Totals, All Work	$530,018.53	$253,270.30			$19,660.35	$257,087.88

State funds for constn: Chap. 175, Laws 1917; chap. 31, laws 1920.

" " " Maint.: Chap. 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 13, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 25-Reopened, Sherman County Section of Columbia River Highway, was made by a representative of this office on June 30, 1932. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J Caufield
W. J. Caufield
Highway Engineer.

RECEIVED
JUL 14 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

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POST OFFICE BUILDING
PORTLAND, OREG.

July 13, 1932

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Salem, Oregon

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Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer.

RECEIVED
JUL 14 1932
OREGON
STATE HIGHWAY COMMISSION

AApril 2, 1932

W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying bituminous macadam specifications and five bid proposals covering Across Sherman County Section, Project No. 25.

Five blue print copies of sheet No. 2 of the plans, which sheet has been revised, are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/LD

Encs.

Oregon State Highway Department

Project No. 25 ([illegible])

ACROSS SHERMAN COUNTY SECTION

OF THE COLUMBIA RIVER HIGHWAY IN SHERMAN COUNTY

(Estimate with bituminous macadam specifications. Not as basis for substitute estimate.)

Completed Work as Shown by Final Voucher

Final Cost on Roadway (Excl. bridges over 20' Span)	$ 306,667.51
Engineering and Contingencies	60,604.41
Total - - - - - -	$ 367,271.92
Final Cost on Fulton Canyon and Spanish Gulch Bridges	$ 26,918.70
Engineering and Contingencies	2,205.39
Total- - - - - -	$ 29,124.09
Federal Aid Paid on Roadway	$ 164,857.30
" " " " Bridges	12,987.81
Total Federal Aid (F. Y. 1921)	$ 177,845.11
Length of Roadway (Excl. bridges over 20' Span)	14.733 miles

Fulton Canyon Bridge 30.0 ft.
Spanish Gulch Bridge 374.4 ft.
Total- - - - - - 404.4 " .077 miles
Total length- - - - - - - - - - - - 14.810 "
Cost per mile roadway $ 24,928.52
Federal Aid paid per mile, roadway 11,189.66

Ⓐ

New Work - Roadway (Sta. 264+35 to 517+49)

Regrading (Sta. 264+35 to Sta. 517+49.0)

All Required	Clearing and Grubbing	Lump sum	73.43
34,400 cu. yds.	Common Excavation	$ 0.28	9,632.00
1,300 " "	Intermediate Excav.	0.45	585.00
5,300 " "	Solid Rock Excavation	1.05	5,565.00
4,600 yd. sta.	Overhaul	0.03	138.00
15,700 yd. mi.	Truck Haul	0.16	2,512.00
90 lin. ft.	12" Corr. Galv. Iron Pipe	1.10	99.00

360	lin. ft.	18" Corr. Galv. Iron Pipe	1.75	"	630.00
105	" "	24" " " " "	3.25	"	341.25
30	" "	48" Concrete Pipe	8.25	"	247.50
12,700	cu. yds.	Gravel Topping	0.28	"	3,556.00
36,800	yd. mi.	Hauling Gravel, Truck Measure	0.14	"	5,152.00
2,800	cu. yds.	Salv. Surf. Matls.	0.50	"	1,400.00
1,060	cu. yds.	Earth Filler	0.30	"	318.00
1,700	yd. mi.	Filler Haul	0.16	"	272.00
700	lin. ft.	8" Perforated Concrete Pipe	0.45	"	315.00
350	cu. yds.	Gravel Backfill	1.00	"	350.00
					$ 31,186.18
			10% Engr. & Cont.		3,118.61
			Total- - - - - - - - -		$ 34,304.79

__Bituminous Macadam Wearing Surface:__

3,700	cu. yds.	Grade "D" Rock in Stock Pile	$1.40	low bid	$	5,180.00
1,800	" "	Grade "C" Rock in Stock Pile	1.40	" "		2,520.00
600	" "	Grade "B" Rock in Stock Pile	1.60	" "		960.00
1,150	" "	Grade "A" Rock in Stock Pile	1.60	" "		1,840.00
4.7	miles	Preparation of Base	$100.00	Est.		470.00
1,680	cu. yds.	Placing Mineral Aggregate in Shaping Course	1.10	"		1,848.00
5,880	" "	Placing Mineral Aggregate exclusive of Shaping Course	1.00	"		5,880.00
10,900	yd. mi.	Hauling Mineral Aggregate	0.18	"		1,962.00
400	tons	Asphalt in Place	27.00	"		10,800.00
45	"	Emulsified Asphalt, or Cut-back Asphalt in Place	30.00	"		1,350.00
2,650	cu. yds.	Gravel Shoulders	0.40	"		1,060.00
5,500	yd. mi.	Hauling Gravel Shoulders	0.15			825.00
					$	34,695.00
			10% Engr. & Cont.			3,469.50
			Total- - - - - - - -		$	38,164.50

__New Work - Roadway (Sta. 260/40 to Sta. 0/00 to Sta. 263/34.5)__

B

__Bituminous Macadam Wearing Surface:__

7,000	cu. yds.	Grade "D" Rock in Stock Pile	$1.40	low bid	$	9,800.00
3,600	" "	" "C" " " " "	1.40	" "		5,040.00
1,300	" "	" "B" " " " "	1.60	" "		2,080.00
2,700	" "	" "A" " " " "	1.60	" "		4,320.00
9.9	miles	Preparation of Base	100.00	est.		990.00
15,800	cu. yds.	Placing Mineral Aggregate	1.00	"		15,800.00

23,700 yd. mi.	Hauling Mineral Aggregate	$ 0.18 ea.	$4,266.00
880 tons	Asphalt in Place	27.00 "	23,760.00
100 tons	Emulsified Asphalt or Cut-back Asphalt in Place	30.00 "	3,000.00
5,000 cu. yds.	Gravel Shoulders	0.40 "	2,000.00
10,000 yd. mi.	Hauling Gravel Shoulders	0.15 "	1,500.00
			$72,556.00
		10% Engr. & Cont.	7,255.60
			$79,811.60

Original length of project (excl. bridges) 14.733 miles
Revised length of project (excl. bridges) 14.696 miles

Original length of regrading unit (Sta. 264+35 to Sta. 519+91.2) (Excl. bridges) 4.812 miles
Revised length of regrading Unit (Sta. 264+35 to Sta. 517+49) (Excl. Bridges) 4.775 miles

Cost per mile, Bituminous Macadam Project $ 8,027.76

" " " Regrading Project 7,184.24

Adjusted Federal Aid paid per mile, -
$164,857.30 ÷ 14.696 = $11,217.83

Deficiency $\frac{20,000.00 - 11,217.83}{20,000.00}$ = .43910

.43910 x $18,669.00 = $8,197.55 (F. A. per mile allowable on new work)

SUMMARY

Item	Total Cost	Federal Aid		Fed. Aid per Mile	Emergency Advance Funds	State Funds
New Work: (Sta. 264+35 to Sta. 517+49) (Net Length 4.775 miles)						
Regrad.	$34,304.79	$ 13,619.78	(39.704%)	$ 2,852.31	$19,660.35	$ 1,024.66
Bit. Mac.	38,164.50	23,749.76	(62.23%)	4,973.77	- -	14,414.74
	$72,469.29	$37,369.54		$ 7,826.08	$19,660.35	$15,439.40
New Work: (Sta. 264+35 to 0+00 to 263+34.5) (Net length 9.921 miles)						
Bit. Mac.	$79,811.60	$49,666.75	(62.23%)	$ 5,006.22	$ - -	$30,144.85

Item	Total Cost	Federal Aid	Fed. Aid per Mile	Emergency Advance Funds	State Funds
Old Work:					
Roadway	$367,271.92	$164,857.30	$11,217.83	$ --	$202,414.62
2 Bridges	29,124.09	12,987.81	--	--	16,136.28
Totals (All Work):					
Roadway	$519,552.81	$251,893.59	$ --	$19,660.35	$247,998.87
2 Bridges	29,124.09	12,987.81	--	--	16,136.28
	$548,676.90	$264,881.40	$ --	$19,660.35	$264,135.15

Regrad. and Bit. Mac. Surface: (Sta. 517+49 to Sta. 264+35)

	Cost per Mile	F. A. per Mile
New Work	$ 15,176.81	$ 7,826.08
Old Work	24,991.28	11,217.83
Totals..........	$ 40,168.09	$19,043.91

Bituminous Macadam Wearing Surface (Sta. 264+35 to 0+00 to 263+43.5)

New Work	$ 8,044.71	$ 5,006.22
Old Work	24,991.28	11,217.83
Totals	$ 33,035.99	$16,224.05

CONTRACT#1404,

PR-E 50-B   Bridge over Mary's River   1932

1404

July 27, 1933

H. B. Glaisyer, Secretary:

In reference to Bureau of Public Roads' letter of July 21 regarding project Oregon E.C.H.P. E-50 B, Mary's River Bridge, minutes should state:

> "Also time was lost because of introduction of certain experimental work which necessitated delay in construction and also delay in securing approval by Bureau of Public Roads."

Yours very truly

C. B. McCullough
Bridge Engineer

CBMcC:jn

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of the final voucher for Oregon E.C.H.P. E-50-B, Mary's River Bridge.

This voucher is accompanied by a time extension which includes the statement " * * * * * ; also time was lost because of delay in securing approval by the Bureau of Public Roads of certain bridge details. * * * " This extract from the minutes is in accordance with the fact that there was a delay in securing approval, but it appears that the matter should be clarified by stating that this delay was involved because of the desire on the part of your organization to use new and untried processes and methods, details of construction, and a timber treatment, all at variance with previously approved and accepted practices. No delay whatever would have occurred if standard practices and plans similar to those approved for other projects had been used.

It is suggested that the time extension be amplified to cover the necessity for the delay.

The voucher is being held in this office pending receipt of your reply.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
M.C. Cullough.
By ~~State Highway Engineer~~

Prepare answer
for me

RECEIVED
JUL 24 1933
OREGON
STATE HIGHWAY COMMISSION

Mr Porter - This the extra copy
requested over the phone
Caufield 8/29.

July 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of the final voucher for Oregon E.C.H.P. E-50-B, Mary's River Bridge.

This voucher is accompanied by a time extension which includes the statement " . . . . . . ; also time was lost because of delay in securing approval by the Bureau of Public Roads of certain bridge details. . . . ." This extract from the minutes is in accordance with the fact that there was a delay in securing approval, but it appears that the matter should be clarified by stating that this delay was involved because of the desire on the part of your organization to use new and untried processes and methods, details of construction, and a timber treatment, all at variance with previously approved and accepted practices. No delay whatever would have occurred if standard practices and plans similar to those approved for other projects had been used.

It is suggested that the time extension be amplified to cover the necessity for the delay.

The voucher is being held in this office pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 30 1933
OREGON
STATE

LJC JW

Cont #140
50-B

May 17, 1933

B. L. McDougal, Attorney
American Bank Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of May 16 enclosing notice of payment of claim by Lindstrom & Feigenson to Poole & McGonigle, Inc. for material in connection with the construction of a bridge over Marys River on the West Side Pacific Highway, being State Highway Contract No. 1404.

We are making the proper notation on our records.

Very truly yours
STATE HIGHWAY COMMISSION

Secretary

HBG:
jm

May 17, 1933

United States Fidelity & Guaranty Co.
G. Cunningham, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have today received notice of the payment of the claim against Lindstrom & Feigenson for material furnished them by Poole & McGonigle, Inc. in connection with the construction of the bridge over Marys River on the West Side Pacific Highway in Benton County. We are making the proper notation on our records.

This information is given you since you appear as surety on the bond furnished by the above contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
c.c. Lindstrom & Feigenson
7923 N.E. Halsey St.
Portland, Oregon

enclose copy of notice

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
LAWRENCE LISTER

May 16, 1933

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc. vs. Lindstrom & Feigenson -- State Highway Contract 1404.

Enclosed herewith please find Notice in connection with the above contract to the effect that this claim has been fully settled and paid and that the same may therefore be withdrawn.

I am sending a like notice to the Secretary of State.

Yours very truly,

E. L. MC DOUGAL

ELM:[illegible]
ENCL.

---

bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon.

DATED this 16th day of May, 1933.

NOTICE

TO: THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, POOLE & McGONIGLE, INC., a corporation, have fully settled and compromised their claim against LINDSTROM & FEIGENSON of Portland, Oregon, and the United States Fidelity & Guaranty Co., a corporation, arising out of a contract in connection with the construction of a bridge over the Marys River, known as State Highway Contract No. 1404, described as a bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon.

DATED this 16th day of May, 1933.

POOLE & McGONIGLE, INC.
a corporation.

By ______________
Vice-President

#1404

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

50-B

May 17, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a notice showing that the claim of Poole & McGonigle, Inc. against Lindstrom & Feigenson for work on State Highway contract No. 1404 has been paid.

Yours very truly,

Hal E Hoss

Secretary of State

HM

enc. 1

COPY

NOTICE

TO: THE STATE OF OREGON, and

OREGON STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, POOLE & MC GONIGLE, INC., a corporation, have fully settled and compromised their claim against LINDSTROM & FEIGENSON of Portland, Oregon, and the United States Fidelity & Guaranty Co., a corporation, arising out of a contract in connection with the construction of a bridge over the Marys River, known as State Highway Contract No. 1404, described as a bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon.

DATED this 16th day of May, 1933.

POOLE & MC GONIGLE, INC.
a corporation.

By E. L. McDougal
Vice-President

50B

May 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

NOTED

This is in reply to your letter of April 28 referring to the overrun on the Mary's River Bridge.

The old Mary's River bridge at Corvallis was wrecked on the night of August 16, 1932. A state bridge crew was at work the following morning building a temporary trestle alongside the old bridge site. This was completed and opened to travel on August 22.

A vicinity map was made, plans prepared, and a contract awarded for a permanent structure August 31. The schedule of quantities upon which bids were taken was made up before the design. It was as accurate as could be made at that time but was necessarily only an approximation.

In order to expedite the construction of the new bridge it was planned to remove the wreckage of the old bridge, including such of the old south abutment as interfered, by state force crews and the new bridge was advertized on that basis. The old span and the south abutment down to the water surface were removed by state forces. The removal of the remainder of the south abutment required heavier equipment than we had available. For this reason, and to avoid interference with the contractor's forces, arrangements were made whereby the contractor completed this removal on an extra work order (Order #1). This amounted to $923.81.

The temporary bridge was built before a location could be made for the new bridge. It was kept far enough up stream to clear a new bridge on the same site as the old bridge. The location finally adopted for the new bridge was some eight or nine feet upstream from the old location, thus straightening out a small angle in the old line several hundred feet south of the bridge site. This line change interfered with the south end of the detour bridge and it was necessary to extend the detour bridge 120 feet. This was done on Extra Work Order #2 and amounted to $1,528.14.

As the work progressed it was found impossible to drive piling under the piers. The State took over such piling as had been delivered to the job at the contractor's cost price. Extra Work

Order #3, amounting to $31.78 covers the loading and hauling of these piling to our storage yard in Corvallis. These piling are being used in our maintenance work and do not represent a loss.

When the right of way at the north end of the structure was secured it was agreed that the State should provide room for the spur track of the Corvallis Lumber Co. under the north approach. Extra Work Order #4, amounting to $77.37 covers the necessary excavation.

There were six treated piling ordered but not driven. These were taken over at the contractor's cost price. Extra Work Order #5 amounting to $4.11 covers the hauling of these piling to our storage yard.

The temporary bridge was built full width in order to better carry travel. Just before the completion of the new bridge, it was narrowed 2½ feet in order to place the southwest end post. Extra Work Order #6 amounting to $10.58 covers this cost.

The Special Adjustment of $175.76 was made under the provision on page 16 of the general specifications providing for the payment for increased or decreased quantities. It was made necessary by the elimination of the foundation piling.

Price Agreement #1 covers the sloping of the stream banks under the bridge. It was originally planned to do this with a state crew. On account of the expense of bringing in equipment, and also on account of the unavoidable interference with the contractor's operations, arrangements were made with the contractor to do this work. The cost was $628.21.

Price Agreement #2 was never executed. It was to cover the work done under Extra Work Order #2.

Price Agreement #3 covers unexpected expense due to changes in the treatment of handrail spindles. Subsequent to the award of the contract, the Bureau of Public Roads requested that these spindles be treated with zinc chloride. After coating these treated spindles with molten metal as provided in the specifications, it was found that the zinc chloride produced an efflorescence on the surface of the spindles leaving them extremely unsightly. This was finally overcome by changing from a zinc to a lead undercoating and by applying a special oil and varnish treatment. The contractor was put to a considerable expense in experimenting with and in treating these spindles. The amount of the Price Agreement, $2.20 per lin. ft. of handrail, was arrived at after a thorough examination of his cost figures. The total amount of this agreement was $1,329.35.

May 15, 1933

The contract price based on quantities shown in the proposal was $28,694.40. The final payment under this unit prices was $30,551.60, an overrun of $1,857.20 or 6.9% of the contract price. The overrun on excavation amounted to $3,494.64. Most of the other contract items underran the estimated quantities. The overrun in excavation is entirely chargeable to the necessity of making up the estimate before we had accurate data on the site. The remainder of the overrun occurs under the Extra Work Orders, Special Adjustment and Price Agreements. They can be attributed to three causes: The preparation of contract and plans without sufficient data or time for adequate study; the doing under the contract of considerable work planned for state crews; and changes in the specifications made subsequent to the award of the contract. In this instance, the change was at the request of the U. S. Bureau of Public Roads and was a requisite to their approval of the project for federal aid. With ample time, such difficulties can be composed beforehand. On this job it was necessary to let the contract and secure approval afterwards.

Of the entire overrun $1,841.04 is attributable to work which was originally planned for state crews. The total overrun was $6,536.58 leaving $4,695.54 due to other causes. This is 16.4% of the contract price.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

GSF LD

FORM 5-K-1 6000 1M 4-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1404

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

50 B

OREGON STATE HIGHWAY COMMISSION
SALEM

May 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Mr. Glaisyer has advised that final warrant in the amount of $2,426.75 due Lindstrom and Feigenson on Contract No. 1404, covering construction of the Mary's River Bridge, is now ready for delivery. He states that the consent of the surety company to the making of this payment has been secured but that since that time Poole and McGonigle have filed a claim in the sum of $2,426.75.

Under these circumstances, it appears to the writer that it would be advisable to notify the surety company of the claim in question and secure the company's consent before releasing the warrant.

It also appears that Corvallis Lumber Company has written in regarding some claim which they have, the amount of which is not stated. It would seem that the same procedure should be followed with regard to this item.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.a.
J. W. DeSOUZA
Assistant Attorney

JWD:AW

write surety
then pay if OK

May 12, 1935

U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Attention of Mr. C. O. Price

Gentlemen:

The construction of the bridge over Mary's River on the West Side Pacific Highway at Corvallis in Benton County, Contract No. 1404, has been completed by the contractors, Lindstrom & Feigenson, and final payment in the sum of $2,426.75 is ready to be made.

There is on file in this office the claim of Poole & McGonigle, in the sum of $2,426.75, for services rendered; also the claim of Corvallis Lumber Co., amount not stated, against the above-described project.

Our records show that you wrote the bond in connection with this contract, for which reason we desire to know whether or not you have any objections to our releasing the final warrant to the contractors in view of the claims mentioned. If you have no objections to the release of this payment, we will mail immediately the warrant to Lindstrom & Feigenson upon advice from you to that effect.

Please let us hear from you at an early date.

Very truly yours

Secretary

HBG:AJ

May 8, 1933

H. B. G.

The final warrant in amount $2,426.75 of Lindstrom & Feigenson on their contract No. 1404 - Mary's River Bridge, is now ready to mail.

The surety have been advised and have answered our letter. However, since advising the surety a claim has been filed by Poole & McGonigle in the sum of $2,426,75. Do you want the above warrant released?

J. McF.

not yet

see me

HBG

warrant ready

Corvallis Lbr Co — amt not stated

#1404

50-B

May 2, 1933

Mr. E. L. McDougal
Attorney at Law
American National Bank Bldg.
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 29 enclosing notice of claim of Poole & McGonigle, Inc., in the sum of $2,428.75, against Lindstrom & Feigenson who were awarded State Highway Contract No. 1404 for the construction of a bridge over the Mary's River at Corvallis on the West Side Pacific Highway.

Said notice is being placed on file for future reference.

Very truly yours

Secretary

AJ

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
LAWRENCE LISTER

April 29, 1933

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: Poole & McGonigle, Inc. v. Lindstrom & Feigenson
State Highway Contract #1404 (Our No. 17538)

Enclosed herewith please find Notice of claim of Poole & McGonigle, Inc. against Lindstrom & Feigenson covering the furnishing of steel in connection with the above contract.

Please be good enough to file this Notice and acknowledge receipt of the same. We are filing a like claim with the Secretary of State.

Yours very truly,

E. L. MC DOUGAL

ELM:EK
ENCL.

---

and 75/100 Dollars ($2426.75) against the bond taken from the United States Fidelity & Guaranty Co., a corporation, wherein Lindstrom & Feigenson, a corporation, are principals and the United States Fidelity & Guaranty Co., a corporation, are surety upon such [illegible] the construction of a bridge over the Marys

NOTICE

TO: THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, POOLE & McGONIGLE, INC., a corporation, have a claim for material furnished, to-wit: structural steel and material for assembling the same, said material being furnished LINDSTROM & FEIGENSON, a corporation, of Portland, Oregon, in the sum of Two Thousand Four Hundred Twenty-six and 75/100 Dollars ($2426.75) against the bond taken from the United States Fidelity & Guaranty Co., a corporation, wherein Lindstrom & Feigenson, a corporation, are principals and the United States Fidelity & Guaranty Co., a corporation, are surety upon such bond for the construction of a bridge over the Marys River, known as State Highway Contract No. 1404, described as a bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon.

DATED this 29th day of April, 1933.

POOLE & McGONIGLE, INC.

By ______________________
Vice-President.

STATE OF OREGON }
COUNTY OF MULTNOMAH } ss.

I, E. L. McDOUGAL, being first duly sworn on oath depose and state that I am the vice-president of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account of Poole & McGonigle, Inc., a corporation, in connection with material furnished Lindstrom & Feigenson in the construction of a bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon, said contract being known as State Highway Contract No. 1404.

Subscribed and sworn to before me this 29th day of April, 1933.

P. E. Gardner
Notary Public for Oregon.
MY COMMISSION EXPIRES MAY 28, 1934

#1404

50B

May 2, 1933

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of May 1 enclosing copies of notice of claim filed by Poole & McGonigle against the surety bond furnished by Lindstrom & Feigenson in connection with State Highway Contract No. 1404, construction of bridge over Mary's River at Corvallis on the West Side Pacific Highway.

Copies of the notice are being sent to the contractors and the surety.

Very truly yours

Secretary

AJ

May 2, 1933

United States Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are enclosing copy of notice of claim that has been filed by Poole & McGonigle, Inc., against the surety bond furnished by Lindstrom & Feigenson in connection with State Highway Contract No. 1404, construction of bridge over Mary's River at Corvallis.

The amount of the claim is $2,428.75 and is for material and labor furnished in connection with the above-described project.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Lindstrom & Feigenson
1991 Halsey St.
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MA[illegible] - 1933
OREGON
STATE HIGHWAY COMMISSION

May 1, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Poole & McGonigle, Inc. for materials furnished in the amount of $2426.75 against the bond taken from Lindstrom & Feigenson, principal, and U. S. Fidelity & Guaranty Company, surety, for work on a bridge over Marys River, State Highway contract No. 1404 has been received from E. L. McDougal, Attorney, Portland, Oregon, and filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

COPY

NOTICE

TO: THE STATE OF OREGON, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, POOLE & McGONIGLE, INC., a corporation, have a claim for material furnished, to-wit: structural steel and material for assembling the same, said material being furnished LINDSTROM & FEIGENSON, a corporation, of Portland, Oregon, in the sum of Two Thousand Four Hundred Twenty-six and 75/100 Dollars ($2426.75) against the bond taken from the United States Fidelity & Guaranty Co., a corporation, wherein Lindstrom & Feigenson, a corporation, are principals and the United States Fidelity & Guaranty Co., a corporation, are surety upon such bond for the construction of a bridge over the Marys River, known as State Highway Contract No. 1404, described as a bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon.

DATED this 29th day of April, 1933.

POOLE & McGONIGLE, INC.

By E. L. McDougal
Vice-President.

STATE OF OREGON)
COUNTY OF MULTNOMAH) ss.

I, E. L. McDougal, being first duly sworn on oath depose and state that I am the vice-president of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account of Poole & McGonigle, Inc., a corporation, in connection with material furnished Lindstrom & Feigenson in the construction of a bridge over the Marys River on the West Side Pacific Highway in Benton County, Oregon, said contract being known as State Highway Contract No. 1404.

E. L. MC DOUGAL

Subscribed and sworn to before me this 29th day of April, 1933.

(SEAL)

P. E. GARDNER
Notary Public for Oregon.
My Commission expires May 28, 1934.

NOTICE of claim of POOLE & McGONIGLE, INC.

Endorsed: File No. 2240
Filed May 1, 1933
HAL E. HOSS,
Secretary of State

#1404
Benton

50-B

April 24, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1404 for the construction of a bridge over Mary's River on the West Side Pacific Highway in Benton County has been completed by the contractors, Lindstrom & Feigenson, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 4th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,230.98 including the final payment. Of this amount $1,047.65 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon E.C.H.P. No.E.50-B

POST OFFICE BUILDING
PORTLAND, OREG.

April 7,1933

RECEIVED
APR 8 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Em. Construction Highway Project No. E. 50-B, Mary's River Bridge, was made by a representative of this office on March 26, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. Oregon E-50-B

March 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer

Encls.

Atpr 13158

4

A

Form P. R. 2

State Oregon

Project No. E-50, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of January, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved by the Secretary on the 22nd day of January, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 31st day of August, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, four hundred sixty-nine and 15/100 dollars ($9,469.15) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.**

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge across Marys River at the south edge of Corvallis between survey station 5+34 and survey station 8+40 in NW¼ Sec.3, T12 S, R 5 W, W.M.

, length **.057** mile, in **Benton** County, being Section **B** of **Oregon Federal Aid** project No. **E-50**, consisting of **one** bridge, each of more than 20 feet clear span, **.057** of a mile in length, **known locally as the West Side Pacific Highway between Corvallis and Junction City.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct suitable road connections between the ends of the bridge and the existing highway to the north and south.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of nine thousand, four hundred sixty-nine and 15/100 dollars ($ 9,469.15), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-one thousand, five hundred sixty-three and 84/100 dollars ($ 31,563.84 /), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1937. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6618

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of March, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE 1931 8—5518

404

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Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible], State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 31,563.84 as the total estimated cost of said project, and the sum of $ 9,462.15 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of March one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1929 3—4839

50-a

#1404

50A

March 21, 1933.

Mr. H. B. Glaisyer

This is to advise that the Bridge over Mary's River, contract No. 1404, with Lindstrom & Feigenson, was completed on March 11.

We would be pleased to have you obtain authorization for us to make final payment.

W A Reeves

W. A. Reeves

Approved by Commission 3/23/33

OK

50-0

Mr Baldock

REFERRED TO
Glass
By State Highway Engineer

For attention
of the Commission

March 9, 1933.

Mr. J. M. Devers:

Some time ago Mr. George Duncan conferred with you in reference to certain damage sustained by him in connection with the construction of the Mary's River Bridge.

The situation is briefly this: Mr. Duncan maintained a boom of logs below the structure in question. On January 2, 1933, the contractor's false work went out during high water. Mr. Duncan alleges that this false work as it floated downstream impinged against his boom of logs, breaking the boom and causing the logs to be washed downstream. A portion of the logs were salvaged but he claims to have sustained a damage of $1100 or $1200 by virtue of this accident. Mr. Duncan sought to collect from the contractor, but the contractor disclaims responsibility. Mr. Duncan then approached you with a view to getting some minor adjustment from the state. The contractor, in turn, desires an adjustment from the state because of the loss of his false work.

The only reason which can be advanced by Mr. Duncan or or Mr. Feigenson, the contractor whereby any adjustment or compensation from the state can be claimed is this: That immediately above the contractor's bridge, the state was maintaining a temporary detour bridge, and all drift that impinged against the contractor's false work was passed through our detour bridge by Mr. DeFrance's maintenance crew. The only theory upon which either Mr. Duncan or Mr. Feigenson could claim compensation would be that our men carelessly and negligently pushed or propelled drift through our detour bridge, allowing it to pile up against the contractor's bridge without giving him due notice. No such theory, however, can be supported by the facts.

I understand that Mr. Duncan and Mr. Feigenson contemplate coming before the Highway Commission to ask for compensation. (They may decide not to do this, but the last time I talked to them I understood that this was their intention) In view of this fact, therefore, I thought it would be well to place all the facts before you. These are as follows:

Mr. J. M. Devers, #2

1. The false work under Mr. Feigenson's bridge was washed out on Monday, January 2 at approximately 12:30 P.M.

2. During this time one of Mr. DeFrance's maintenance foremen, Mr. Putnam, with a crew of four men was working on our detour bridge. In so far from pushing any material through the bridge, Mr. Putnam and his crew pulled several large trees up stream and anchored them to the bank in order to prevent too great an accumulation of drift against the contractor's bridge.

3. Considerable small drift was passing through the temporary bridge, but our crew was very careful to pass it through as best they could with the least possible chance of accumulation.

4. During the same day, two of the contractor's men, and part of the time, three men worked with pike poles on their own false work so that they were fully conversant with all that was going on and were in shape to be in close contact with the work done by the state's crew.

From the above, therefore, you will see that in so far from being the cause of the contractor's false work going out, our crews really did their utmost to prevent it. Had we not been there, and had we not anchored the large trees upstream from our detour bridge, both our detour bridge and the contractor's false work would have gone out much sooner than the actual damage occurred. The drift was being carried on the crest of a freshet. There was only one thing for us to do and that was to protect our bridge and all structures below it by tieing up the large drift and letting the small drift go through as easily as possible.

In view of the foregoing circumstances, therefore, I can not see why the state is legally or morally liable in any way; however, if the commission feels that this was an unavoidable accident and that it would appear the part of justice to compensate the contractor and Mr. Duncan for a portion of their loss, this of course is an entirely different matter. I fail to see, however, how any compensation can be made on the theory of negligence on the part of the state's crew.

I am attaching herewith a report covering the same under date of February 27, over the signature of Mr. DeFrance, and a further report by Mr. DeFrance under date of March 6. This latter report is in answer to a letter from me asking for some further information. If you desire any further report covering this situation I shall be glad to furnish it.

C. B. McCullough
Bridge Engineer

CBM:AP

3323 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Corvallis, Oregon
February 27, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough
Assistant State Highway Engineer
Salem, Oregon.

Dear Sir:

COPY

In response to your request of February 23rd, for a statement of our handling of drift wood in Mary's River during recent flood water and prior to the failure of Feigenson's false work. I submit the following:

Thursday, Dec. 22, 1932 : Heavy rains and water rising. Wanless requested me to inspect drift. I did so at 1 P.M., found two trees lodges, one exerting considerable leverage the other catching considerable small drift. Contractor had three men cleaning drift from in front of false work, which was about clear of drift. At my request the contractor sent two men to the temporary bridge for an hour and a half but they were unable to dislodge the two trees. I went after Putnam, two men and a Chevrolet truck. They lassoed and anchored leverage tree up stream, count not budge second true, and quit at 6 P.M.

Friday, Dec. 23, 1932: Putnam with four men and FWD truck worked seven hours, removing second tree, having to cut away brace to dislodge it. This tree was anchored up stream also. Putnam cleaned up small drift which had been caught by the two trees.

Saturday, Dec. 24, 1932: Putnam with one man spent five hours cleaning up small drift and passing drift thru temporary bridge. Water past peak and very little drift.

Sunday, Dec. 25 to 31, 1932: Putnam kept eye on temporary bridge, but water was lower and practically no drift.

Sunday, Jan. 1, 1933: Heavy rains, much surface water, river rising.

Monday, Jan. 2, 1933: Putnam, with crew of four men worked eight hours, pulled several trees up stream and anchored them. Mary's River higher than at Christmas, also more current as Willamette River was lower. Considerable small drift passing thru temporary bridge. Putnam says, he and crew were lunching in club house, where park keeper had started a fire for them, when false work went out approximately 12.30 P.M. They ran out but seeint it was not the temporary bridge, returned to their lunch. It was reported to me by observers that the log boom broke in about ten minutes, also that four bents of the false work failed and went down stream bottom first. Putnam says all large trees were anchored up stream except one tree with roots and limbs which became lodged between bents and had to be let thru the temporary bridge. This was pulled onto the north bank between the temporary bridge and the false work in order to remove lines. This remained there until after the false work failed. There were six or eight trees anchored up stream, most of which have since been cut up into wood by the residents. Putnam says two and part of the time possibly three of contractors men with pike poles worked on drift jam Monday A.M. He particularly noticed that they tried to dislodge a dead horse on the jam against the false work. He believes they gave it up as a bad job before noon. A mill man told Putnam that the Corvallis Lumber Company had to shut down on account of extreme current in Mary's River, which prevented getting logs from river to mill. I was told that on Dec. 22nd, at 3 P.M. contractor's crew had completed weeks shift and left the job. Mr. Fahler tells me the contractor left his phone number and asked him to call him in case of need. Putnam tells me he asked Fahler to call contractor and advise him of accumulating drift and extreme hazard to false work. Fahler remembers this also. It is my impression that the contractor made little effort to remove drift after Dec. 22nd, at 3 P.M. and that much of the drift, which easily passed thru our thirty foot spans caught on the short spans of the false work.

Very truly yours,

I. A. DeFrance (signed)

I. A. DeFrance
Resident Engineer

IAD/k

CC W. E. Chandler
Salem, Oregon.

3-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Corvallis, Oregon
March 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough
Assistant State Highway Engineer
State Highway Department,
Salem, Oregon.

Dear Sir:

In answer to your letter of March 1, 1933, referring to handling of drift in Mary's River prior to the failure of Feigenson's false work.

In answer to your request for verification, I repeat the following from my previous report, which I verily believe to be true. "Monday Jan. 2, 1933. Putnam with crew of four men worked eight hours, pulled several trees up stream and anchored them. Considerable small drift passing through temporary bridge. Putnam says he and crew were lunching in club house, where park keeper had started a fire for them, when false work went out at approximately 12.30 P.M."

"Putnam says two and part of the time three of contractors men with pike poles worked on drift jam Monday A. M. (Jan. 2nd.). He particularly noticed that they tried to dislodge a dead horse from the jam against the false work. He believes they gave it up as a bad job before noon."

In regard to your questions.

1. During Monday Jan. 2, was there any great accumulation of drift against the contractors false work? I can say there was considerable additional accumulation.

2. If there was an accumulation of drift, was this material which Putnam and crew turned loose on the contractors false work, or was it material which passed thru our structure between the bents.

There was an accumulation of drift against the false work which had accumulated since December 23d, and which it is my understanding, the contractor made little effort to remove and which was so built up that there was practically no possibility of large or small drift passing thru the false work. It is also my impression that there was a small accumulation of drift in front of the temporary bridge the morning of Jan. 2nd, This consisted of several trees and smaller drift. Putnam and crew anchored the trees up stream and the small drift was allowed to pass thru, one or two pieces at a time and in no great mass. There was considerable drift coming down Mary's River and Putnam's crew, with pike poles, assisted each piece of drift (except the trees) between the temporary bridge bents. This could hardly be termed turning drift loose on the false work.

3. If Putnam turned loose any large drift, did he keep in touch with the contractors men so that they could take care of it? Putnam did not turn loose any large drift. He anchored all large drift and trees up stream except one tree which he pulled up on the bank between the temporary bridge and false work. Neither did he turn loose any large mass of small drift at one time. The contractor left no one to pass drift Dec. 23-24th. and the foundation of his jam was built at that time from the accumulation of small drift passed thru the temporary bridge by Putnam. There was no one representing the contractor to advise except Fahler, whom the contractor had asked to call him in case of need. Putnam advised Fahler to warn the contractor. During the A M of Jan. 2nd, there were contractors men on the drift who were able to see Putnams operations without warning.

The question of negligence on our part is ridiculous. Putnam handled the situation very credibly. He prevented any accumulation against the temporary bridge by prompt disposal of drift as it came. The condition would have been much worse for the contractor if our temporary bridge and our crews operations had been entirely out of the situation, as our crew anchored all of the large trees up stream.

Very truly yours,

I. A. DeFrance (signed)

I. A. DeFrance
Resident Maintenance Engineer

cc W. E. Chandler
Salem, Oregon.

#1404

50-B

Jan. 11, 1933.

United States Fidelity and Guaranty Co.
Porter Building
Portland, Oregon

Attention: Mr. Cunningham

Gentlemen:

Attached hereto is a copy of a letter we have received from the Corvallis Lumber Company advising that they are holding Lindstrom and Feigenson responsible and liable for the loss of logs which they allege were lost because the contractor allowed the falsework under the new bridge which they are constructing at Corvallis to come loose and break their boom lines.

This information is given you as you appear as surety on the bond furnished by Lindstrom and Fiegenson in connection with contract No. 1404 for the construction of a bridge over Mary's River at Corvallis.

Yours very truly
STATE HIGHWAY COMMISSION

RBG:MC Secretary

cc - Lindstrom & Feigenson
1991 Halsey St.,
Portland, Oregon

C. M. DU[illegible] PRESIDENT W. A. PETTIGROVE, VICE-PRES. GEO. P. YOUNG, SECY-TREAS.

CORVALLIS LUMBER COMPANY

Manufacturers—Retailers

Durable Douglas Fir - Spruce - Cedar and Hemlock Lumber

"A BOARD, A CARLOAD OR MORE"

CORVALLIS, OREGON

Phone 53

BUILDING MATERIALS
INTERIOR FINISH
SASH & DOORS
WALL BOARD
SHINGLES
LATH

January 7th,1933.

JAN 9 1933

Mr.R.H.Baldock
State Highway Engineer
Salem,Oregon.

Attn.Mr.C.B.McCullough,Bridge Engineer.

Dear Sir:-

We are enclosing herewith copy of letter to Lindstrom and Feigenson which is self explanatory, they being your contractors on the Mary's River bridge.

We wish also to put you on notice that we expect proper reimbursement for our loss.

Yours very truly,
CORVALLIS LUMBER COMPANY
Geo. P. Young
Secy-Treas.

GPY/F

REFERRED TO
C. B. McCullough
By State Highway Engineer

RECEIVED
JAN 9 1933

January 7th,1933.

JAN 9 1933

Messrs Lindstrom and Feigenson,
1991 Halsey Street,
Portland,Oregon.

Gentleman:-

We wish to bring to your attention our recent loss of logs due to your allowing your false work etc, to get loose from the bridge you are erecting,-same having broken our boom lines and caused this loss.

We have succeeded in recovering some of these logs and now have them tied up at different points in the Willamette River.

We are writing to put you on notice that this loss was due to your failure to exercise proper care. We will advise you of the amount of our loss as soon as we can definitely determine same and trust that you will promptly reimburse us.

Yours very truly,

CORVALLIS LUMBER COMPANY

Secy-Treas.

GPY/F

RECEIVED
JAN 9 - 1933

October 4, 1938.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project Agreement covering the Mary's River Bridge, Emergency Construction Project E-90-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

H. R. Proberty
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department   Emerg. Constr. Proj. No. E-50-B

MARY'S RIVER BRIDGE ON

THE WEST SIDE PACIFIC HIGHWAY IN

BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1932.

600	cu. yds.	Excavation	$ 8.00	$ 4,800.00
60	" "	Excavation below plans	1.00	60.00
2,600	lin. ft.	Foundation piling	0.24	624.00
1,560	" "	Treated Trestle piling	0.52	811.20
210	cu. yds.	Class "B" Concrete	8.00	1,680.00
20	" "	Class "A" Concrete	9.00	180.00
280	" "	Class "D" Concrete	12.00	3,360.00
64,000	lbs.	Metal Reinforcement	0.04	2,560.00
258,000	lbs.	Structural Steel	0.044	11,352.00
42	M-FBM	Treated Lumber and Timber	45.00	1,890.00
626	lin. ft.	Composite Handrail	2.20	1,377.20
				$ 28,694.40
		10% Engr. & Cont.		2,869.44
				$ 31,563.84

Length of Bridge 306 ft. .057 miles

Regular Federal Aid Funds Requested	$ 9,469.15 (30%)
Emergency Construction Funds Requested	22,094.69
Total	$ 31,563.84

State funds for Construction: Chapter 173, Laws 1917: Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

~~2-4~~
E-50-a.

October 5, 1922

Lindstrom & Feigenson,
1981 Halsey St.,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Mary's River on the West Side Pacific Highway in Benton County.

Very truly yours,

Secretary

AJ

E-50-a

S. MURRAY
MEMBER AMERICAN SOCIETY OF CIVIL ENGINEERS
CONSULTING ENGINEER

PORTLAND, ORE.

September 21st, 1932.

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Pursuant to your instructions, on September 1st in company with Mr. C. B. McCullough, Bridge Engineer, State Highway Department, I inspected such members of the collapsed Mary's River Bridge as it was possible to inspect, including three end posts, interviewed the gentleman who operates the auto camp at the south end of the bridge and who was close at hand at the time of failure, and obtained numerous photographs of the collapsed structure.

Based on the above data, together with stress sheets independently prepared, and a study of the details of the structure, I present the following conclusions:

(1) The material in the bridge was an excellent quality of medium steel suitable for bridge construction, all rivets it was possible to inspect were tight and the steel appears to be in normal condition.

(2) The details were amply strong to transmit the stresses of the various members.

(3) The stresses resulting from dead load and the live load of a 15-ton truck, together with a liberal impact allowance, are well within the stresses that were applied in the design of the structure with the exception of an overstress in eye bar member U 2 L 3 of a few percent, the actual percentage depending largely on impact allowance. It is good practice to permit overloads in old bridges of good material and satisfactory details up to 50 percent. The stress sheet indicates

NOTED

the structure to have been perfectly safe for a 15-ton truck and to have had a wide margin of safety for a truck of the weight (8-tons) which passed over and struck the bridge when it collapsed.

(4) An inspection of the photographs and the southwest end post leads to the positive conclusion that the structure collapsed on account of the said southwest end post having been struck by a truck. The post was buckled, twisted and lifted from its seat, the west truss failing and carrying down the east truss. That the southwest end post must have first been damaged and disconnected by the impact of an external body is certain for the following reasons:

(a) The evidence of the blow is clearly visible, together with parts of the truck roof frame embedded in the member.

(b) In the falling of the truss the southeast and northerly concrete pedestals were carried away. The southwest pedestal was intact, which could only have resulted from the bridge being disconnected from it by an outside agency immediately before the failure.

(5) No truss designed reasonably in accordance with any known specifications could safely have resisted the blow which caused the bridge to fall.

(6) The width of roadway was ample for the passage of the traffic carried by and approaching the structure at the time of failure and it is evident that the responsibility lies with the truck.

(7) I have reviewed your system of bridge inspection as

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

52

September 2, 1932

RECEIVED
SEP 2 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Emergency Construction Highway Project E-50-B. This is to confirm our prior verbal concurrence in the award of the contract to Lindstrom & Feigenson, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

E 50 B

August 31, 1932

Bridge over Mary's River at South Limits of Corvallis on the West Side Pacific Highway requires approximately:

660 cu. yds. excavation
2600 lin. ft. foundation piling
960 lin. ft. creosoted piling
462 cu. yds. concrete
55000 lbs metal reinforcement
255,000 lbs. structural steel
28 M FBM lumber
512 Lin.Ft. composite rail

Prequalification of bidders will be required.

FR 50B

August 27, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Marys River Bridge.

It is not quite clear from the description given in the project agreement for project No. 50 whether or not this bridge is included within the limits of the project. This uncertainty is occasioned for the reason that the north limits of the project are given as adjacent to the city limits of Corvallis, which limits are the center of the river. If the bridge was not included in the original project, we wish to request that the project be extended to include it, and we have accordingly assigned Project No. E-50-B to this work.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EK
Encls.

Oregon State Highway Department   Emerg. Constr. Proj. No. E-50-B

MARYS RIVER BRIDGE ON THE WEST SIDE PACIFIC HIGHWAY IN BENTON COUNTY

(Estimate accompanying plans. Not as basis for project agreement)

Salem, Oregon, August 27, 1932.

600	cu. yd.	Excavation	$ 4.00	$ 2,400.00
60	cu. yd.	Excavation below plans	6.00	360.00
2,600	lin. ft.	Foundation Piling	0.40	1,040.00
1,560	lin. ft.	Treated Trestle Piling	0.70	1,092.00
210	cu. yd.	Class "B" Concrete	16.00	3,360.00
20	cu. yd.	Class "A" Concrete	17.00	340.00
280	cu. yd.	Class "D" Concrete	17.00	4,760.00
64,000	lbs.	Metal Reinforcement	0.05	3,200.00
258,000	lbs.	Structural Steel	0.06	15,480.00
42	M-FBM	Treated Lumber and Timber	60.00	2,520.00
626	lin. ft.	Composite Handrail	4.00	2,504.00
				$ 37,056.00
		10% Engr. & Cont.		3,705.60
				$ 40,761.60

Length of Bridge   306 ft.   .057 miles

Regular Federal Aid Funds Requested	$ 12,228.48 (30%)
Emergency Construction Funds Requested	28,533.12
	$ 40,761.60

CONTRACT#1405,

8-9 Curry County Secondary Hwys. 1931-1933

1405

#1405

8-7

September 19, 1934

Hanson & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention of Mr. E. Davidson

Gentlemen:

We are informed by the Secretary of State that he has received notice from Dey, Hampson & Nelson, Portland attorneys, that the claim of Standard Oil Company against Roy L. Houck in connection with his contract with the State Highway Commission for the grading and surfacing of the First Hughes Section of the Secondary State Highway No. 250 in Curry County, has been paid in full, which said claim amounted to $134.24.

Very truly yours,

Secretary

AJ
cc R. L. Houck

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible]

September 18, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from Dey, Hampson & Nelson, Attorneys at Law, Portland, Oregon, advising that the notice of claim by Standard Oil Company of California for $194.24 against the bond taken from Roy L. Houck, principal, and Maryland Casualty Company, surety, for work on the First-Hughes Section of Secondary Highway No. 250, contract No. 1405, has been satisfied.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
enc. 1

COPY

DEY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Building
Portland, Oregon

September 17, 1934.

Honorable P. J. Stadelman,
Secretary of State,
Salem, Oregon.

Dear Sir:

On November 22, 1933, we filed with the Secretary of State formal notice of the claim of the Standard Oil Company of California in the sum of $194.24 against the bond taken from Roy L. Houck, principal, and Maryland Casualty Company, surety, in connection with the construction of First-Hughes Section of Secondary Highway, No. 250, Curry County, Oregon, Oregon State Highway Contract No. 1405.

Please be advised that this claim has been paid in full and we wish you would make a proper notation on your records to that effect and also advise the State Highway Commission.

Will you be so kind as to let us know when that has been done.

Very truly yours,

17/20

DEY, HAMPSON & NELSON

#1405

9-7

September 8, 1934

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: E. Davidson.

Gentlemen:

Reference is made to your letter of August 31st concerning claim of Standard Oil Company against R. L. Houck in connection with contract No. 1405 - First Hughes Section of Secondary Highway No. 250.

Please be advised that a release of this claim has not yet been filed through this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1405

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
August 31st, 1934.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43389 - R. L. HOUCK to STATE OF OREGON
First Hughes Section of Secondary State Highway
No. 250, Curry County, Oregon. Contract #1405.

We have been advised that the claim of the Standard Oil Company against the above contract in the amount of $194.24 was paid in October 1933. We have requested the Standard Oil Company to file with you the release of this claim, and we would appreciate your advising us when same has been done.

Thanking you, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

LD

By
Surety Bond Department

#1405
8-9

August 22, 1934

Shell Oil Company
1219 Westlake Avenue North
Seattle, Washington

Gentlemen:

This is to inform you that we have today received from the office of the Secretary of State copy of your release of claim against Roy L. Houck in the sum of $446.48, representing his account with you arising out of contract No. 1405 with this Commission for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County. We are correcting our records in conformance with this notice.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jm

c.c. Maryland Casualty Co.
Hansen & Rowland, Agents
Railway Exchange Building
Portland, Oregon

c.c. Roy L. Houck
Independence, Oregon

August 22, 1934

Hon. P. J. Stadelman
Secretary of State
Capitol Building

Dear Sir:

I thank you for your letter of August 21, inclosing copy of the notice filed in your office by the Shell Oil Company, stating that that company's claim against Roy L. Houck in the sum of $446.48, arising out of contract No. 1405 with this Commission has been settled in full. I am correcting my records in accordance therewith.

Very truly yours

Secretary

HBG:jn

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

August 21, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a release of a notice of claim by the Shell Oil Company for $446.48 against the bond taken from Roy L. Houck for work on contract No. 1405, which claim was filed in this office on January 6, 1934.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
enc. 1

COPY

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of ($446.48) Four Hundred and forty-six and 48/100 dollars and costs and attorney's fees against Roy L. Houck, contractor and Hansen & Rowland, Inc., Agents of Maryland Casualty Co., surety, on State Contract No. 1405 heretofore filed by the undersigned in the office of the Secretary of State at Salem, Oregon is full paid, satisfied and discharged, that any and all persons, including the State of Oregon, its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said state, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated August 20, 1934

SHELL OIL COMPANY, Claimant.

By Frank J. Hurner

Address 1219 Westlake Ave. No.

STATE OF WASHINGTON)
(
County of King)

This is to certify that on this 20th day of August A. D., 1934, before me the undersigned notary public duly commissioned and sworn, personally appeared Frank J. Hurner, Division Credit Manager to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

A. C. GUNBY
Notary Public in and for the State of Washington, residing at Seattle.

(NOTARIAL SEAL)

4-47

August 21, 1934

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Tacoma, Washington

Attention: Mr. L. Davisson

Gentlemen:

Reference is made to your letter of August 18. Our records do not disclose that the claim of the Shell Oil Company in the amount of $446.48 against R. L. Houck has been settled. This is in connection with state highway contract No. 1405, construction of the First Hughes Section of Secondary State Highway No. 250, Curry County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

Aug. 21, 1934

H. B. G.

We have never been advised that this claim has been settled. It is now the only claim against this job that has not been satisfied, the last being the Pure Iron Culvert Co. on July 12, 1934.

COMPANY

E

AND QUOTE CAPTION

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
August 18th, 1934.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43389 - R. L. HOUCK to STATE OF OREGON
First Hughes Section of Secondary State Highway
No. 250, Curry County, Oregon. Contract #1405

Dear Sir:

Will you kindly advise us at this time if the claim of the Shell Oil Company against the above contract in the amount of $446.48 has as yet been released of record in your office.

Thanking you for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

By L. Dawson
Surety Bond Department.

LD

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
August 18th, 1934.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43389 - R. L. HOUCK to STATE OF OREGON
First Hughes Section of Secondary State Highway
No. 250, Curry County, Oregon. Contract #1405

Dear Sir:

Will you kindly advise us at this time if the claim of the Shell Oil Company against the above contract in the amount of $446.48 has as yet been released of record in your office.

Thanking you for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

LD

By L Davisson
Surety Bond Department.

CASUALTY INSURANCE AND SURETY BONDS

8-9

August 7, 1934

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington.

Gentlemen:

Reference is made to your inquiry of August 6 regarding claims filed against state highway contract No. 1405 with Roy L. Houck for the grading and surfacing on the First Hughes Section of Secondary State Highway No. 250 in Curry County.

Our records do not show that the claim of Shell Oil Company in the amount of $446.48 has been released in this office.

The records further show that all other claims filed against this contract have been satisfied except that of the Standard Oil Company in the amount of $194.24 for materials furnished.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

BG
jn

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
August 6, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 43389 - R. L. HOUCK to STATE OF OREGON-
First Hughes Section of Secondary State Highway
No. 250, Curry County, Oregon. Contract #1405.

Dear Sir:

We are advised that the claim of the Shell Oil Company against the above contract in the amount of $446.48 has been paid in full. Will you please advise us if the claim has been released of record in your office.

We would also appreciate your advising us if any other claims are now on file against the above contract.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

#1405

8-9

July 13, 1934

Pure Iron Culvert & Manufacturing Co.
763-769 Gladstone Avenue,
Portland, Oregon.

Attention: Mr. E. W. Gibson, Manager

Gentlemen:

I wish to thank you for your letter of the 11th instant advising that Mr. Roy L. Houck has paid his account with you in full, same being for corrugated pipe furnished him in connection with his contract with the State Highway Commission for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County.

We are correcting our records in conformance with your notice.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

July 13, 1934

Mr. Roy L. Houck,
Independence, Oregon.

Dear Sir:

Attached hereto is a copy of the letter we have today received from the Pure Iron Culvert & Manufacturing Company advising that you have paid your account with them in full for corrugated pipe furnished you in connection with your contract with the State Highway Commission for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County. We are correcting our records in conformance therewith.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc Maryland Casualty Company
c/o Rodgers, Banks & Lipscomb
Railway Exchange Building
Portland, Oregon

PURE IRON CULVERT & MANUFACTURING CO.

763-769 GLADSTONE AVENUE
TELEPHONE SELLWOOD 2275

PORTLAND, OREGON

July 11, 1934

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Roy L. Houck has now paid in full his account with us, which covered corrugated pipe furnished on his contract 1405 for construction of the First Hughes Section of Secondary Highway No. 250 in Curry County.

Very truly yours,

PURE IRON CULVERT & MFG. CO.

E W Gibson

Manager

EWGibson:HK
cc Rodgers, Hart Banks Co.
   Theo. Arenz

PRODUCTS
- CORRUGATED PIPE
- WELDED PIPE
- METAL FLUMES
- WATER CONTROL GATES
- IRRIGATION EQUIPMENT
- AUTOMATIC DRAINAGE GATES
- ROAD GUARD
- TANKS
- TROUGHS

RECEIVED
JUL 12 193
OREGON
STATE HIGHWAY COMMISSION

ALL QUOTATIONS, SALES OR CONTRACTS FOR SALE BY US ARE SUBJECT TO TERMS AND GUARANTIES LISTED IN OUR PRINCIPAL CATALOGS

#1405

8-7

June 25, 1934

Mr. Roy L. Houck
Independence, Oregon

Dear Sir:

Attached is copy of letter we have today received from the Pure Iron Culvert & Manufacturing Co. advising that you have paid an additional $50.00 on the account with them for culvert pipe furnished in connection with state highway contract No. 1405 for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County. We have made the proper notation on our records.

Yours very truly,

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
c.c. Rodgers, Hart Banks Co.
Railway Exchange Bldg.
Portland, Oregon

June 25, 1934

Pure Iron Culvert & Mfg. Co.
763 Gladstone Avenue
Portland, Oregon

Attention E. W. Gibson, Manager

Gentlemen:

I thank you for your letter of June 23 advising that Roy L. Houck has paid you another $50 payment on his account with you for culvert pipe furnished in connection with his contract No. 1405 for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County. We note the balance owing is $30.

We are today correcting our records in conformance with your letter.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:
jm

PURE IRON CULVERT & MANUFACTURING CO.

ARMCO
INGOT IRON

763-769 GLADSTONE AVENUE
TELEPHONE SELLWOOD 2275

PORTLAND, OREGON

June 25, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

On May 31st we received another $50.00 payment from Roy L. Houck on account of culvert pipe furnished on State Highway contract No. 1405, First Hughes Section of Secondary Highway No. 250 in Curry County.

This leaves a balance of $30.00.

Very truly yours,

PURE IRON CULVERT & MFG. CO.

E. W. Gibson

Manager

EWGibson:HK

cc: Rodgers, Hart Banks Co.
Railway Exchange - Portland

PRODUCTS
CORRUGATED PIPE
WELDED PIPE
METAL FLUMES
WATER CONTROL GATES
IRRIGATION EQUIPMENT
AUTOMATIC DRAINAGE GATES
ROAD GUARD
TANKS
TROUGHS

ALL QUOTATIONS, SALES OR CONTRACTS FOR SALE BY US ARE SUBJECT TO TERMS AND GUARANTIES LISTED IN OUR PRINCIPAL CATALOGS

#1405

4-9

March 6, 1934

Pure Iron Culvert & ManufacturingCo.
2321 S. E. Gladstone Street
Portland, Oregon

Attention Mr. E. W. Gibson, Manager

Gentlemen:

I wish to thank you for your letter of the 5th inst. advising us that Roy L. Houck has paid you $50.00 on his account with you for culvert pipe furnished in connection with state highway contract No. 1405 for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County, leaving a balance still due of $80.00.

Very truly yours

Secretary

HBG:jn

March 6, 1934

Maryland Casualty Company
Rodgers Hart Banks Co., Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

Inclosed is copy of letter we have received from the Pure Iron Culvert & Manufacturing Co. in which they advise that they have received payment of $50 from Roy L. Houck on account of culvert pipe furnished on state highway contract No. 1405 for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County, leaving a balance due of $80. This information is given you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

Secretary

HBG
jn

c.c. Mr. Roy L. Houck
Independence, Oregon

PURE IRON CULVERT & MANUFACTURING CO.

ARMCO

2321 S. E. GLADSTONE ST.
763-769 GLADSTONE AVENUE
TELEPHONE SELLWOOD 2275

PORTLAND, OREGON

March 5, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received a payment of $50.00 from Roy L. Houck on account of culvert pipe furnished on State Highway contract No. 1405, First Hughes Section of Secondary Highway No. 250 in Curry County.

This leaves a balance due us of $80.00.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E W Gibson

Manager

EWGibson:HK

cc: Rodgers Hart Banks Co. Portland

PRODUCTS
CORRUGATED PIPE
WELDED PIPE
METAL FLUMES
WATER CONTROL GATES
IRRIGATION EQUIPMENT
AUTOMATIC DRAINAGE GATES
ROAD GUARD
TANKS
TROUGHS

ALL QUOTATIONS, SALES OR CONTRACTS FOR SALE BY US ARE SUBJECT TO TERMS AND GUARANTIES LISTED IN OUR PRINCIPAL CATALOGS

#1405

8-9

[illegible]

February 21, 1934

Shell Oil Company,
1219 Westlake Ave. North,
Seattle, [illegible]gton.

Attention: A. C. Guske.

Gentlemen:

Receipt is acknowledged of your inquiry of February 19th which was addressed to the Secretary of State concerning the R. L. Houck Contract No. 1405 - First Hughes Section of the Secondary Highway No. 250 in Curry County.

Please be advised that final payment was made to Mr. Houck on September 14, 1933. The amount of the payment was $657.89.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1405
Curry Co

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

SHELL BUILDING
1210 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Feb. 19, 1934.

Secretary of State,
Salem, Oregon.

Dear Sir:

RE: Roy L. Houck, Contract 1405.

We would greatly appreciate knowing the date and amount of the final payment made to Mr. Houck in connection with the above job.

Yours very truly,
SHELL OIL COMPANY

FJH:NEZ

A. C. GUSKE
Division Credit Manager

Feb 20/34
Respectfully referred to
Highway Dept.

Final $657.39 - Sept. 11, 1933
8862
To [illegible]

SECRETARY OF STATE
RECEIVED
FEB 20 1934
P. J. STADELMAN

#1405

8-9

January 22, 1934

Pure Iron Culvert & Mfg. Co.
2321 S. E. Gladstone St.
Portland, Oregon

Attention: E.W. Gibson, Manager

Gentlemen:

Acknowledgment is made of the receipt of your statement setting forth your claim in the sum of $130.00 for culvert pipe and connections furnished Roy L. Houck in connection with State Highway Contract No. 1405 which was awarded Mr. Houck for grading and surfacing the First Hughes Section of Secondary Highway No. 250 in Curry County.

Would suggest that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed for your information. Would also suggest that you write to the Maryland Casualty Company, in care of the Rodgers Hart Banks Company, Railway Exchange Building, Portland, who furnished the bond in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

PURE IRON CULVERT & MANUFACTURING CO.

CULVERTS
FLUMES
HEADGATES
AUTOMATIC GATES
IRRIGATION GATES
PRESSURE PIPE
TANKS-TROUGHS
METAL PRODUCTS FOR THE FARM

2321 S. E.
GLADSTONE STREET

ARMCO
INGOT IRON

TELEPHONE
SEllwood 2275

PORTLAND, OREGON

INVOICE NO.

OUR ORDER NO

January 1934

SOLD TO Roy L. Houck
ADDRESS Port Orford, Oregon
SHIPPED TO
ROUTING
STATION
COUNTY
B/L MAILED TO
TERMS
ORIGIN

1-

STATEMENT

Invoice dated Dec. 2, 1932	$152.10
" " Dec. 19,1932	107.74
	$259.84
Paid Sept. 1, 1933 on account	129.84
Balance	$130.00

Certified True & Correct:
PURE IRON CULVERT & MFG. CO.

By
Manager

THIS ORDER IS PLACED AND ACCEPTED SUBJECT TO CONDITIONS PRINTED ON REVERSE SIDE.

7.

TERMS AND GUARANTIES

1. TERMS: Cash (30 days after date of invoice) unless otherwise agreed. Payment is to be made, unless otherwise agreed, at the office from which the goods are billed. Unless otherwise specified prices are f. o. b. cars our factory. All accounts not paid within 30 days from date of invoice bear interest thereafter at one per cent per month unless otherwise specified.

2. Quotations, designs and estimates are submitted for immediate approval and consideration, and are subject to change without notice, and at our option no acceptance shall obligate us unless we receive it within 15 days from date of our offer.

3. We are not responsible for loss, damage or delay arising from transportation difficulties or delays, accident, fire, explosion, strike, lockout, act of God, act of civil or military authority, insurrection, riot, public calamity, acts of third parties not employed or controlled by us, or any other cause beyond our reasonable control at reasonable expense.

4. All shipments are inspected before leaving our plants, but as imperfections may appear notwithstanding inspection, we agree upon prompt notice by buyer and return of defective goods to point of shipment, to either replace the defective portion or allow credit therefor at our option. We do not guarantee fitness for any particular purpose of subject matter of any sale or contract, whether designs or specifications are furnished by buyer or ourselves; nor are we liable under any circumstances for expense of repair or consequential or other damage, nor shall any implied warranties exist on our part, our liability being limited to replacement of or credit for defective goods as above stated.

5. No claims allowed unless made within twenty days of receipt of goods.

6. Orders covering special goods will not be cancelled except upon payment for any special work which has been performed. Requests for cancellation of orders calling for odd sizes or cut lengths of pipe will not be considered if the manufacture of the material has been commenced when the request reaches the factory.

7. Title to all goods sold or delivered by us remains in us until purchase price is paid in full in cash, and right of possession vests in us at all times during default in payment, or otherwise, on buyer's part. Notwithstanding reservation of title, buyer assumes all risk and/or liability for damage to or destruction of goods or materials and/or completed or partly completed work, from time of delivery by seller or at the job as the case may be, and thereafter neither damage nor destruction shall affect or reduce buyer's obligation to make full payment. At our option reposession of goods by us shall be deemed merely possession for buyer's account and shall not affect or terminate buyer's obligation to make full payment to us, nor shall any proceeding by us for collection of purchase price operate as a waiver of our title and/or right of possession.

8. This company stands ready to give customers the technical and engineering advice of its staff in connection with the design, installation and use of its products, but any advice, calculations, drawings, estimates or specifications furnished by us must be checked and approved by the customer before being acted upon, and the final and entire responsibility for operation and results therefrom rests with the customer.

9. To fix responsibility of carriers for goods lost, damaged or delayed in transit, customers should immediately, as required by section 3 of Uniform Bill of Lading conditions, notify the carrier's agent at destination in writing, sufficiently describing shipment and contents to enable the carrier to identify them in order to substantiate formal claim when presented. In case of shortage in or damage to goods, carrier's agent should be required to make and sign notation to that effect on the freight bill. Our responsibility for loss or damage ceases when goods leave our plants, and irrespective of the party paying the freight or to whose order the goods are consigned, customer must look exclusively to carrier for reimbursement for loss or damage.

10. No terms or guaranties, express or implied, except as above stated, shall apply to any quotation, sale or contract for sale by us, unless approved in writing by an authorized officer of this company.

PURE IRON CULVERT & MANUFACTURING CO.

STATE OF OREGON, } ss.
COUNTY OF MULTNOMAH. }

....for the

PURE IRON CULVERT & MANUFACTURING CO., being duly sworn, deposes and says: that the foregoing account is true and correct; that the services or articles therein mentioned have been furnished; and that no part of same has been allowed or paid.

....

Subscribed and sworn to before me this..................day of..19........

....

NOTARY PUBLIC for and in the State of Oregon,
residing at Portland, Oregon.
My commission expires..

PURE IRON CULVERT & MANUFACTURING CO.

CULVERTS
FLUMES
HEADGATES
AUTOMATIC GATES
IRRIGATION GATES
PRESSURE PIPE
TANKS-TROUGHS
METAL PRODUCTS FOR THE FARM

2321 S. E.
GLADSTONE STREET

TELEPHONE
SEllwood 2275

PORTLAND, OREGON

INVOICE NO. 583

OUR ORDER NO 575

Dec. 2, 1932

12-2-32

SOLD TO Roy L. Houck
ADDRESS Port Orford, Oregon
SHIPPED TO Same ROUTING Truck
STATION Cape Blanco Job COUNTY Curry
B/L MAILED TO Same FOB: Portland, Oregon
TERMS Net cash 30 days - no cash disc.
ORIGIN Salesman REM-D 1- 2

Galvanized Corrugated Riveted Pipe Culvert, as follows:

Station Numbers					
121-10	1 pc. 18" diam. 16 ga. 56' long	2-18'			
		1-20'			
131-52	1 " 18" " 16 " 42' "	20'22'	98'	$1.00	$98.00
	3 only 18" diam. 12½" wide Band		3	1.94	5.82
88-00	1 pc. 12" diam. 16 ga. 64' long	1-20'			
		2-22'	64'	.72	46.08
	2 only 12" diam. Connecting Bands		2	1.10	2.20
					$152.10

First Hughes Section
Bids opened Aug. 31, 1932 by Oregon State Hwy. Comm.

Certified True Copy of Original Invoice.

PURE IRON CULVERT & MFG. CO.

By E. M. Gibson

Manager

THIS ORDER IS PLACED AND ACCEPTED SUBJECT TO CONDITIONS PRINTED ON REVERSE SIDE.

TERMS AND GUARANTIES

1. TERMS: Cash (30 days after date of invoice) unless otherwise agreed. Payment is to be made, unless otherwise agreed, at the office from which the goods are billed. Unless otherwise specified prices are f. o. b. cars our factory. All accounts not paid within 30 days from date of invoice bear interest thereafter at one per cent per month unless otherwise specified.

2. Quotations, designs and estimates are submitted for immediate approval and consideration, and are subject to change without notice, and at our option no acceptance shall obligate us unless we receive it within 15 days from date of our offer.

3. We are not responsible for loss, damage or delay arising from transportation difficulties or delays, accident, fire, explosion, strike, lockout, act of God, act of civil or military authority, insurrection, riot, public calamity, acts of third parties not employed or controlled by us, or any other cause beyond our reasonable control at reasonable expense.

4. All shipments are inspected before leaving our plants, but as imperfections may appear notwithstanding inspection, we agree upon prompt notice by buyer and return of defective goods to point of shipment, to either replace the defective portion or allow credit therefor at our option. We do not guarantee fitness for any particular purpose of subject matter of any sale or contract, whether designs or specifications are furnished by buyer or ourselves; nor are we liable under any circumstances for expense of repair or consequential or other damage, nor shall any implied warranties exist on our part, our liability being limited to replacement of or credit for defective goods as above stated.

5. No claims allowed unless made within twenty days of receipt of goods.

6. Orders covering special goods will not be cancelled except upon payment for any special work which has been performed. Requests for cancellation of orders calling for odd sizes or cut lengths of pipe will not be considered if the manufacture of the material has been commenced when the request reaches the factory.

7. Title to all goods sold or delivered by us remains in us until purchase price is paid in full in cash, and right of possession vests in us at all times during default in payment, or otherwise, on buyer's part. Notwithstanding reservation of title, buyer assumes all risk and/or liability for damage to or destruction of goods or materials and/or completed or partly completed work, from time of delivery by seller or at the job as the case may be, and thereafter neither damage nor destruction shall affect or reduce buyer's obligation to make full payment. At our option reposession of goods by us shall be deemed merely possession for buyer's account and shall not affect or terminate buyer's obligation to make full payment to us, nor shall any proceeding by us for collection of purchase price operate as a waiver of our title and/or right of possession.

8. This company stands ready to give customers the technical and engineering advice of its staff in connection with the design, installation and use of its products, but any advice, calculations, drawings, estimates or specifications furnished by us must be checked and approved by the customer before being acted upon, and the final and entire responsibility for operation and results therefrom rests with the customer.

9. To fix responsibility of carriers for goods lost, damaged or delayed in transit, customers should immediately, as required by section 3 of Uniform Bill of Lading conditions, notify the carrier's agent at destination in writing, sufficiently describing shipment and contents to enable the carrier to identify them in order to substantiate formal claim when presented. In case of shortage in or damage to goods, carrier's agent should be required to make and sign notation to that effect on the freight bill. Our responsibility for loss or damage ceases when goods leave our plants, and irrespective of the party paying the freight or to whose order the goods are consigned, customer must look exclusively to carrier for reimbursement for loss or damage.

10. No terms or guaranties, express or implied, except as above stated, shall apply to any quotation, sale or contract for sale by us, unless approved in writing by an authorized officer of this company.

PURE IRON CULVERT & MANUFACTURING CO.

STATE OF OREGON, } ss.
COUNTY OF MULTNOMAH. }

....for the

PURE IRON CULVERT & MANUFACTURING CO., being duly sworn, deposes and says: that the foregoing account is true and correct; that the services or articles therein mentioned have been furnished; and that no part of same has been allowed or paid.

....

Subscribed and sworn to before me this..................day of..19........

....

NOTARY PUBLIC for and in the State of Oregon,
residing at Portland, Oregon.
My commission expires..

PURE IRON CULVERT & MANUFACTURING CO.

CULVERTS
FLUMES
HEADGATES
AUTOMATIC GATES
IRRIGATION GATES
PRESSURE PIPE
TANKS-TROUGHS
METAL PRODUCTS FOR THE FARM

2321 S. E.
GLADSTONE STREET

ARMCO
INGOT IRON

TELEPHONE
SEllwood 2275

PORTLAND, OREGON

INVOICE NO. 602

OUR ORDER NO 575

Dec. 19, 1932

12-2-32

SOLD TO Roy L. Houck
ADDRESS Port Orford, Oregon
SHIPPED TO Same ROUTING Truck
STATION Cape Blanco Job COUNTY Curry
B/L MAILED TO Same
TERMS Net cash 30 days - no cash discount
ORIGIN Salesman REM-D 1- 2

Galvanized Corrugated Riveted Pipe Culvert, as follows:

Station Numbers								
107-75	1 pc.	12"	diam.	16 ga.	30'	long	14'16'	
110-75	1 "	12"	"	16 "	26'	"	12'14'	
112-50	1 "	12"	"	16 "	30'	"	14'16'	
115-50	1 "	12"	"	16 "	30'	"	14'16'	
118-82	1 "	12"	"	16 "	26'	"	12'14'	

142'	$ .72	$102.24
5 only 12" diam. Connecting Bands	1.10	5.50
		$107.74

First Hughes Section Job
Bids opened Aug. 31, 1932 by Oregon State Hwy. Comm.

Certified True Copy of Original Invoice:

PURE IRON CULVERT & MFG. CO.

By

Manager

THIS ORDER IS PLACED AND ACCEPTED SUBJECT TO CONDITIONS PRINTED ON REVERSE SIDE.

TERMS AND GUARANTIES

1. TERMS: Cash (30 days after date of invoice) unless otherwise agreed. Payment is to be made, unless otherwise agreed, at the office from which the goods are billed. Unless otherwise specified prices are f. o. b. cars our factory. All accounts not paid within 30 days from date of invoice bear interest thereafter at one per cent per month unless otherwise specified.

2. Quotations, designs and estimates are submitted for immediate approval and consideration, and are subject to change without notice, and at our option no acceptance shall obligate us unless we receive it within 15 days from date of our offer.

3. We are not responsible for loss, damage or delay arising from transportation difficulties or delays, accident, fire, explosion, strike, lockout, act of God, act of civil or military authority, insurrection, riot, public calamity, acts of third parties not employed or controlled by us, or any other cause beyond our reasonable control at reasonable expense.

4. All shipments are inspected before leaving our plants, but as imperfections may appear notwithstanding inspection, we agree upon prompt notice by buyer and return of defective goods to point of shipment, to either replace the defective portion or allow credit therefor at our option. We do not guarantee fitness for any particular purpose of subject matter of any sale or contract, whether designs or specifications are furnished by buyer or ourselves; nor are we liable under any circumstances for expense of repair or consequential or other damage, nor shall any implied warranties exist on our part, our liability being limited to replacement of or credit for defective goods as above stated.

5. No claims allowed unless made within twenty days of receipt of goods.

6. Orders covering special goods will not be cancelled except upon payment for any special work which has been performed. Requests for cancellation of orders calling for odd sizes or cut lengths of pipe will not be considered if the manufacture of the material has been commenced when the request reaches the factory.

7. Title to all goods sold or delivered by us remains in us until purchase price is paid in full in cash, and right of possession vests in us at all times during default in payment, or otherwise, on buyer's part. Notwithstanding reservation of title, buyer assumes all risk and/or liability for damage to or destruction of goods or materials and/or completed or partly completed work, from time of delivery by seller or at the job as the case may be, and thereafter neither damage nor destruction shall affect or reduce buyer's obligation to make full payment. At our option reposession of goods by us shall be deemed merely possession for buyer's account and shall not affect or terminate buyer's obligation to make full payment to us, nor shall any proceeding by us for collection of purchase price operate as a waiver of our title and/or right of possession.

8. This company stands ready to give customers the technical and engineering advice of its staff in connection with the design, installation and use of its products, but any advice, calculations, drawings, estimates or specifications furnished by us must be checked and approved by the customer before being acted upon, and the final and entire responsibility for operation and results therefrom rests with the customer.

9. To fix responsibility of carriers for goods lost, damaged or delayed in transit, customers should immediately, as required by section 3 of Uniform Bill of Lading conditions, notify the carrier's agent at destination in writing, sufficiently describing shipment and contents to enable the carrier to identify them in order to substantiate formal claim when presented. In case of shortage in or damage to goods, carrier's agent should be required to make and sign notation to that effect on the freight bill. Our responsibility for loss or damage ceases when goods leave our plants, and irrespective of the party paying the freight or to whose order the goods are consigned, customer must look exclusively to carrier for reimbursement for loss or damage.

10. No terms or guaranties, express or implied, except as above stated, shall apply to any quotation, sale or contract for sale by us, unless approved in writing by an authorized officer of this company.

PURE IRON CULVERT & MANUFACTURING CO.

STATE OF OREGON, ⎫
COUNTY OF MULTNOMAH. ⎭ ss.

………………………………………………………………………………for the

PURE IRON CULVERT & MANUFACTURING CO., being duly sworn, deposes and says: that the foregoing account is true and correct; that the services or articles therein mentioned have been furnished; and that no part of same has been allowed or paid.

………………………………………………

Subscribed and sworn to before me this…………day of……………………19……

………………………………………………

NOTARY PUBLIC for and in the State of Oregon,
residing at Portland, Oregon.
My commission expires……………………………

#1405

8-9

January 20, 1934

Maryland Casualty Company
c/o Rodgers Hart Banks Co.
Railway Exchange Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim that was filed with the Secretary of State by Pure Iron Culvert & Manufacturing Company against Roy L. Houck in connection with the contract that was awarded to him for the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

The claim is for $130.00 and is for galvanized corrugated culvert pipe furnished to Mr. Houck.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Roy L. Houck
Independence
Oregon

January 20, 1934

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

We acknowledge receipt of copies of notice of claim filed by Pure Iron Culvert & Manufacturing Company against Roy L. Houck in connection with the state highway contract that was awarded to him for the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

Copies of the notice are being mailed to the contractor and his surety.

Very truly yours

Secretary

HBG:AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 19, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Pure Iron Culvert & Manufacturing Company for $130.00 against the bond taken from Roy L. Houck, principal, and Maryland Casualty Company, surety, for work on the First Hughes Section of the Oregon Coast Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

PURE IRON CULVERT & MANUFACTURING CO.

763-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

January 17, 1934

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Pure Iron Culvert and Manufacturing Company of Portland, Oregon, has a claim amounting to balance due of $130.00 against the bond given by Maryland Casualty Company, Rodgers,Hart, Banks Company, agents, Portland, to Roy L. Houck of Port Orford, Oregon for galvanized corrugated Culvert pipe furnished contractor Roy L. Houck for the construction of the First Hughes Section of Oregon State Highway in Curry County, Oregon, bids on which were received by the Oregon State Highway Commission August 31, 1932.

We are enclosing copies of invoices covering the shipments of culvert pipe furnished for this contract.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E. W. Gibson
Manager

EWGIBSON:HK

Endorsed: File No. 2393
Filed January 19, 1934
HAL E. HOSS,
Secretary of State

#1405
8-9

January 9, 1934

Maryland Casualty Company
Rodgers Hart Banks Co., Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

We inclose copy of claim forwarded to us by the Secretary of State, which claim was filed by the Shell Oil Company, Portland for petroleum products in the amount of $446.48 delivered to Roy L. Houck in connection with the grading and surfacing of the First Hughes Section of the Secondary Highway No. 250 in Curry County, state highway contract No. 1405.

This information is given you inasmuch as you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

c.c. Roy L. Houck
Independence, Oregon

January 9, 1934

Hon. Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 6 inclosing three copies of a notice of claim filed by the Shell Oil Company in the amount of $446.48 for petroleum products furnished to Roy L. Houck in connection with the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County, state highway contract No. 1405.

As is our usual practice we are today notify the contractor and his surety of the existence of this claim.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1405

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 6, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Shell Oil Company for $446.48 against the bond taken from Roy L. Houck Construction Company, principal, and Rogers Hart Banks Company, surety, for work on Secondary Highway No. 250 in Curry County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

Secretary of State,
Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, HAS a claim in the sum of Four Hundred Forty-six and 48/100 ($446.48) Dollars against the bond taken from Roy L. Houck Construction Co. as principal, and Rogers Hart Banks Co. as surety for the work of grading and surfacing Secondary Highway #250, First Hugh Section, Curray County.

Said claim is for petroleum products furnished Roy L. Houck Construction Co; in the construction of said above described job.

In event said claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of Seventy-five and 00/100 ($75.00) Dollars, as attorney's fees and costs.

Dated this fourth day of January, 1934.

SHELL OIL COMPANY

By F. J. HURNER

State of Washington }
} ss
County of King }

F. J. HURNER being sworn upon oath deposes and says: that the above statement and claim is just, true and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety and State of Oregon.

F. J. HURNER

Subscribed and sworn to before me this fourth day of January, 1934.

(SEAL)

HERCSHEL F. FULLERTON
Notary Public State of Washington

Endorsed: File No. 2380
Filed January 6, 1934
HAL E. HOSS,
Secretary of State

FORM 2-A-1 11684 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

8-9

OREGON STATE HIGHWAY COMMISSION
SALEM

Dec. 26, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: G. S. PAXSON

BRIDGES ON CAPE BLANCO SECONDARY

Following up our conversation concerning steel straps to hold down the bridges in case they become submerged during freshet I wish you would send sketches to E. E. Johnston showing the straps needed to tie the posts to the concrete peds and to tie the caps to the posts. I think there will be 16 pads and posts. We have raised the grade 2 feet higher than the section built last year to the east but it is probable that during extreme flood occurring once in ten or twenty years the water may top these bridges. Rough sketches showing dimensions would be sufficient. Johnston could get these straps made at our shops at Coquille.

Very truly yours,

cc. R.H. Baldock
cc. E.E. Johnston
EAC:AW

E. A. Collier
Division Engineer

NOTED

Form 5-A-1 [illegible] 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

8-9

December
2nd
1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

With reference to your letter of December 1 relative to graveling that portion of the Secondary highway leading to the Coast Guard station near Port Orford.

On my last trip with you to Port Orford, we inspected this highway and decided at that time to do no further construction until the right of way was procured. I believe we pursued the correct policy at that time and should continue to refuse any further construction until the right of way has been secured.

Very truly yours,

J. N. Bishop
J. N. Bishop
Maintenance Engineer

JNB/er
cc R. H. Baldock

#1465

8-9

November 29, 1933

Maryland Casualty Company
Rodgers Hart Banks Company, Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim which has been filed by the Standard Oil Company of California against the bond of Roy L. Houck for materials furnished, amounting to $134.24, in connection with contract No. 1435 which covers construction work on the First Hughes Section of Secondary Highway No. 250 in Curry County.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC Secretary

cc - Roy L. Houck
Independence, Oregon

November 29, 1933.

Hal E. Hoss
Secretary of State
BUILDING

Dear Sir:

Receipt is acknowledged of your communication of a few days ago with attached copies of claim which has been filed by the Standard Oil Company against the bond taken from Roy L. Houck in connection with contract No. 1405 which covered construction on the First Hughes Section of Secondary Highway No. 250 in Curry County. This claim represents materials furnished amounting to $134.24.

In accordance with our usual practice we are forwarding copies of this notice of claim to the surety and the contractor involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

November 22, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by Standard Oil Company of California for materials furnished in the amount of $194.24 against the bond taken from Roy L. Houck, principal, and Maryland Casualty Company, surety, for work on First Hughes Section of Secondary Highway #250 in Curry County, contract No. 1405, which was forwarded to this office by Dey, Hampson and Nelson, Attorneys, Portland, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
NOV 2[illegible] 1933
OREGON

TO HONORABLE HAL E. HOSS, Secretary of State of the State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of One Hundred Ninety-four and 24/100 Dollars ($194.24), against the bond taken from Roy L. Houck, principal, and Maryland Casualty Company, surety, in connection with the construction of First Hughes Section of Secondary Highway #250 Curry County, Oregon, being Oregon State Highway Contract No. 1405.

Dated at Portland, Oregon, November 20, 1933.

STANDARD OIL COMPANY OF CALIFORNIA

By W. L. MUNCY
District Sales Manager

Endorsed: File No. 2357
Filed November 22, 1933
HAL E. HOSS,
Secretary of State

Form 30—10066—2M—7-33

O[illegible]GON [illegible]TE HIGHWAY DEPARTM[illegible]T

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date Nov. 4, 1933

Job name Cape Sebastian Park Road

Week from Oct 29 to Nov. 5

Mail address Coquille, Ore.

Highway Oregon Coast

Telegraph or telephone address Coquille, Ore.

County Curry. Job prefix 8GH

Express and freight address Coquille, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Completed Levels, Cross sections and reference points for Cape Sebastian Park and Geisel Monument park roads. Staked all Cross Sections. In office making profile for Mr. Langille in charge of the Gold Beach C.C.C. Camp.

Signed E. E. Johnston

Title Transitman.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS A. [illegible]	 P. M.
Sunday ✓	Rain	Rain
Monday	"	"
Tuesday	Fair	Cloudy
Wednesday	Cloudy	Rain
Thursday	Fair	Fair
Friday	Clear	Clear
Saturday	"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total m[illegible] sec[illegible] to be surveyed	0.7
Miles of preliminary staked	—
Miles of location staked	0.7
Per cent of field work complete	90
Per cent of office work complete	90
Number of days worked on this project	12
Number of men in party	3
Salary expense this week	64
All other expense this week	25
Previous total expenditure this survey	87
Total expenditure including this week	112
Survey will be completed about	
Completed survey will cost about	
Per mile cost of survey will be about	

8-9

November 6, 1933

Standard Oil Company of California
Medford
Oregon

Gentlemen:

Reference is made to your inquiry of November 2 regarding State Highway Contract No. 1408, awarded to Roy L. Houck for grading and surfacing First Hughes Section of Secondary Highway No. 250 in Curry County.

The project was completed on July 8, 1933, and was accepted by the Commission on July 20, 1933.

The final estimate in connection with this job was paid on September 14, 1933.

Very truly yours

Secretary

AJ

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
K. W. KENDRICK
DISTRICT SALES MANAGER
A. J. HAUK
ASSISTANT DISTRICT SALES MANAGER

OFFICE
2ND FLOOR LIBERTY BLDG.
MAIN AND GRAPE STS.
P. O. BOX A

MEDFORD, ORE.

Portland, Ore.
Nov. 2, 1933

Oregon State Highway Commission
Salem, Oregon

Roy L. Houck
Ore.State Highway Cont. #1405
First Hughes Section of Secondary
Highway No. 250 in Curry County

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

We would greatly appreciate your advising us the date on which the above job was officially accepted, and the date the last estimate was paid to the contractor.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
K. W. Kendrick, District Sales Manager
By H. J. McMahon
District Credit Man

DTW:LP

RECEIVED
NOV 3 - 1933
OREGON
STATE [illegible] COMMISSION

NRA
MEMBER
WE DO OUR PART

8-9

October 28, 1933.

C. L. Swain, Manager
Maryland Casualty Company
611 Railway Exchange Building
Portland, Oregon

Dear Sir:

In accordance with your request of October 27th I am enclosing copy of the letter from the McGeorge Gravel Company concerning their claim against R. L. Houck in connection with State Highway Contract No. 1405 covering construction work on the First Hughes Section of Secondary Highway No. 250 in Curry County.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

encl.

05

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE

OREGON CLAIM DIVISION
C. L. SWAIN, Manager
611 Railway Exchange Building
PORTLAND, OREGON

RECEIVED
[illegible] 1933

October 27, 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are in receipt of the carbon copy of your letter of October 25, 1933 to the McGeorge Gravel Company, which reads as follows: "We are in receipt of your commmication of October 24 informing us that your claim, in the sum of $95.00, against Roy L. Houck in connection with State Highway Contract No. 1405, grading and surfacing of First Hughes Section of Secondary Highway No. 250 in Curry County.

We appreciate this advice, and are changing our records accordingly."

Apparently something was ommitted from this letter as it does not state what information you received regarding this claim or if the claim has been paid.

Please let us know what the contents of the Gravel Company's commmication were.

Yours very truly

C L Swain

C. L. SWAIN

CLS:BK

Secretary

AJ

cc Maryland Casualty Company
% Rodgers Hart Banks Co.
Railway Exchange Building
Portland, Oregon

#1405

8-9

October 28, 1933

McGeorge Gravel Company
Marshfield
Oregon

Gentlemen:

We are in receipt of your communication of October 26 informing us that your claim, in the sum of $85.00, against Roy L. Houck in connection with State Highway Contract No. 1405, grading and surfacing of First Hughes Section of Secondary Highway No. 250 in Curry County.

We appreciate this advice, and are changing our records accordingly.

Very truly yours

Secretary

AJ

cc Maryland Casualty Company
% Rodgers Hart Banks Co.
Railway Exchange Building
Portland, Oregon

McGEORGE GRAVEL COMPANY
MANUFACTURERS OF
CONCRETE PRODUCTS

MARSHFIELD, OREGON. Oct. 24, 1933.

RECEIVED
OCT [illegible] 1933

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

ALL CONTRACTS, SALES AND DELIVERIES ARE CONTINGENT UPON DELAYS FROM FIRE, STRIKES, ACCIDENTS, CARRIERS AND OTHER CONDITIONS BEYOND OUR CONTROL

Referring to our letter of August 11, 1933, and your reply of August 16th, relative to our account in the sum of $95.00, against R. L. Houck in connection with State Highway Contract No. 1405 - grading and surfacing of First Hughes Section of Secondary Highway No. 250 in Curry County, Oregon.

We are pleased to advise that our account has been paid by Mr. Houck and we have no claim against the above contract.

Yours truly,

McGEORGE GRAVEL COMPANY

By Lois McGeorge
Sec'y.

Form 39—10066—2M—7-33

O GON TE HIGHWAY DEPARTM NT

FIELD ENGINEER'S WEEKLY REPORT
FOR SURVEYS ONLY

Date Oct 21, 1933

Job name Cape Sebastian Park Road

Week from Oct 15 **to** Oct 22

Mail address Coquille, Ore.

Highway Oregon Coast

Telegraph or telephone address Coquille Ore.

County Curry **Job prefix** SGH

Express and freight address Coquille Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

1/2 Day Friday and Saturday over Park roads with Mr. Boardman, and prepared a projection on detail map to run new line over ridge at Cape Sebastian. I have the contour mape and notes made by Mr. B.O. Johnson in 1926.

RECEIVED
OCT 2 1933
CONS

NOTED
H. W. LIBBY

Signed E. Johnston

Title Transitman

USE BACK IF ADDITIONAL SPACE IS REQUIRED

Day of Week	WEATHER CONDITIONS	
	A. M.	P. M.
Sunday . . .	Clear	Clear
Monday . . .	"	"
Tuesday . . .	"	"
Wednesday . .	"	"
Thursday . .	"	"
Friday . . .	"	"
Saturday . .	"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mi[illegible]*f sec*[illegible] *to be surveyed* 0.7

Miles of preliminary staked —

Miles of location staked —

Per cent of field work complete 0

Per cent of office work complete 15

Number of days worked on this project 1½

Number of men in party 1

Salary expense this week 7

All other expense this week 2

Previous total expenditure this survey —

Total expenditure including this week $9.00

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

8-9

October 16, 1933

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention of Surety Bond Department

Gentlemen:

Receipt is acknowledged of your letter of October 14, regarding claim of McGeorge Gravel Co. against R. L. Houck in connection with his contract with the State Highway Commission, construction of First Hughes Section of Secondary Highway No. 250 in Curry County.

The address of the claimant is Marshfield, Oregon.

We have no knowledge to the effect that the claim has been paid.

Very truly yours

Secretary

AJ

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE
HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

RECEIVED
OCT 16 1933
OREGON
STATE HIGHWAY COMMISSION

Tacoma, Washington.
October 14, 1933.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 43389 - R. L. HOUCK to STATE OF OREGON - Grading and Surfacing First Hughes Sec. of Secondary Highway No. 250, Curry County, Oregon. Contract No. 1405.

Gentlemen:

You advised us on October 4 that a claim was filed against the above bond by the McGeorge Gravel Co. on August 16, 1933, for material in the amount of $95.00.

We would appreciate your advising us the address of the McGeorge Gravel Co., and also whether you have any information that the claim has been paid.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

HTH:FT

NRA
MEMBER
U.S.
WE DO OUR PART

CASUALTY INSURANCE AND SURETY BONDS

8-A-1 8701 7500 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

8-9

September 14,1935.

IN REPLY PLEASE
REFER TO FILE NO

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The profile and map of the Sixes River Section of the Cape Blanco Secondary is being returned under separate cover.

The projection as made is satisfactory, the use of 7 or 8 per cent grades on the Church Hill not being approved, but use of a short section of 7 per cent at the lighthouse is approved.

Please arrange to have this line run and profiles and map completed at the earliest possible moment, as the job must be let October 25th, and complete plans must be in the Salem Office by October 1st.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. E. Libby
H.

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

8-9

NOTED
State Highway Engineer

Roseburg, Oregon
Sept. 12, 1933

IN REPLY PLEASE REFER TO FILE NO

RECEIVED
SEP 13 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: OSCAR CUTLER

Dear Sir:

Attached hereto you will find authorization for transferring $24.47 secondary funds in Curry County from 108 VA to 108 GA. These forms have been signed by the Division Engineer in accordance with your request of September 7th.

Very truly yours,

cc. R.H. Baldock
SDC:AN

R. A. Collier
Division Engineer

By
C. D. Cannon
Office Engineer

FORM [illegible] 9761 7500 8-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 8, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Referring to the map and profile of the Cape Blanco Secondary in Curry County, I wish to report that I have examined them and find that the line appears reasonable as it has been projected.

The standards for a Class "F" highway have been followed fairly closely, the greatest departure therefrom being the use of about 400 feet of 7% grade near the very end of the road, at the point where the climb is made up on to the flat or bench where the light house stands. As this is merely a road to the lighthouse and also passes by few farms, the traffic can never be very heavy, particularly truck traffic. The only truck traffic up the 7% grade would be for hauling supplies to the light house. Mr. Collier is in favor of using up to 8% grades which would apply particularly on the grade from Station 150 to Station 185, where 3500 feet of 6% grade is now projected. The use of steeper grades would lessen the cost somewhat. Since this road will be used mainly by sightseers, I think that we would be justified in lowering the standard for a class "F" secondary road if the difference in cost amounts to very much. However it would not seem desirable to put in more than a seven per cent grade.

My recommendation is that seven percent grades be approved for this particular road.

The width of grade is not shown but the earlier sectionf of this road were apparently built on a section of 16 ft. between ditches which is an extremely narrow section. In view of the fact that more than 3,000 feet of this section is on maximum grades, a width ample for safe passing of cars should be provided, which would be not less than our Class "F" standard or 22 feet between ditches, I therefore recommend that the 22 foot or Class "F" section be used.

Yours very truly,

HWL/H

H. W. LIBBY,
Chief Locating Engineer.

CC to - R.H. Baldock ✓

#140

8-9

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Aug. 29, 1933.

RECEIVED
AUG 30 1933
OREGON
STATE HIGHWAY COMMISSION

State of Oregon,
Department of Highways,
Salem, Oregon.

Gentlemen:

RE: Contract #1405, Roy L. Houck,
principal contractor.

Please be advised that we supplied Roy L. Houck with petroleum products used on the above described job and he is owing us a balance of $446.48.

We understand that this job has now been completed and accepted and we are attaching a contractor stencil form with the request that you complete the last five questions on this form and return it to this office at your earliest convenience.

Yours very truly,

SHELL OIL COMPANY

A. C. GUSKE
Division Credit Manager

RJ:NEZ
Encl

#1405

8-9

August 29, 1933,

Maryland Casualty Company,
Rodgers Hart Banks Co., Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1405 for the construction of the [illegible]Hughes Section of Secondary Highway No. 250 in Curry County has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 8, 1933.

The State has been advised of the claim of the McGeorge Gravel Company in amount $95.00 for material furnished against this contract. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $5,745.01 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1405

8-9

August 29, 1933.

Maryland Casualty Company,
Rodgers Hart Banks Co., Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1405 for the construction of the [illegible]Hughes Section of Secondary Highway No. 250 in Curry County has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 8, 1933.

The State has been advised of the claim of the McGeorge Gravel Company in amount $95.00 for material furnished against this contract. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $5,745.01 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1405

8-9

August 16, 1933

McGeorge Gravel Company
Marshfield
Oregon

Gentlemen:

Receipt is acknowledged of your letter of August 11 in which you inform us that you have an account, in the sum of $95.00, against R. L. Houck in connection with the Cape Blanco Road job.

It is evident that you have reference to State Highway Contract No. 1405 -- grading and surfacing of First Hughes Section of Secondary Highway No. 250 in Curry County -- which was awarded by the State Highway Commission to Roy L. Houck.

The contractor furnished the State with a surety bond for the protection of all just claims against the project, which bond we offer you for the protection of your claim. The bond was written by Maryland Casualty Company, for which Rodgers Hart Banks Co. are agents with offices in the Railway Exchange Building, Portland, Oregon. We suggest that you take this matter up with the bonding company's agents. If you secure no satisfaction thereby, you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is enclosed.

In conformance with our usual practice, we are today advising the bonding company that your claim has been filed in this office.

Very truly yours

Secretary

WBG:AJ

McGEORGE GRAVEL COMPANY
CONCRETE PRODUCTS

August 18, 1953

Maryland Casualty Company
% Rodgers Hart Banks Co., Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

We have been informed by McGeorge Gravel Company that it has an account against R. L. Houck, highway contractor, in connection with the contract for the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

The amount of the bill is $95.00 and is for concrete drain tile furnished to the contractor.

This information is furnished you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc R. L. Houck
Independence
Oregon

#1405

McGEORGE GRAVEL COMPANY
MANUFACTURERS OF
CONCRETE PRODUCTS

MARSHFIELD, OREGON,

Aug. 11, 1933.

E. E. Johnston, Engr.,
Oregon State Highway Commission,
Coquille, Oregon.

Dear Sir:

ALL CONTRACTS, SALES AND DELIVERIES ARE CONTINGENT UPON DELAYS FROM FIRE, STRIKES, ACCIDENTS, CARRIERS AND OTHER CONDITIONS BEYOND OUR CONTROL

We have an account against contractor R. L. Houck on the Cape Blanco Road job, which has not been paid. Since this material was delivered last October it would seem that it must surely have been included in one of his estimates. The amount of the bill is $95.00, covering 1000' of 6" Concrete Drain Tile, delivered.

Will you kindly advise if this material has been estimated also the name and address of the bonding company for the job?

Thanking you for this information, we are

Yours truly,

McGEORGE GRAVEL COMPANY

By Lewis McGeorge

MONTHLY STATEMENT

MARSHFIELD, OREGON,

June 1, 1933

R. L. Houck
Port Orford, Oreg.

IN ACCOUNT WITH

McGEORGE GRAVEL COMPANY

CONCRETE PRODUCTS

TERMS: CASH TENTH OF MONTH FOLLOWING PURCHASE

	Oct. Balance	95	00	
	(1000' of 6" Dr. Tile Del'd)			

August 7, 1933

Hon. C. H. Bailey
County Judge
Gold Beach, Oregon

Dear Sir:

In response to your communication of July 30, regarding the expenditure of secondary road moneys in Curry County, advise that the total funds available for Curry County, based on the county's tax ratio for the year 1933, amounts to $1,713.60. The maintenance requirements have been set at $500 for the Cape Blanco Road. The Port Orford-Heads Road, which has recently been added to the system, has been estimated at $500 to finish a small amount of grading and place the surfacing on this road. This would leave a balance of $713.60.

We have ordered a survey on the Cape Blanco Road and have allocated $7,500 of federal funds for this construction which we feel is a very liberal allotment for a county with a small population such as Curry. It will take the major portion of the $713.60 to make the survey in order to prepare the plans for the Government for the expenditure of the $7,500. We have not received approval of this project, but trust that we will have no difficulty in doing so. However, it cannot be fully counted upon until the final approval from the Federal Government is received, but this will give you a great deal more work than the $1,200 that you requested.

With regard to the Cedar Fork or Bagnell-Euchre Creek Road, advise that under the direction of the Highway Commission I made an investigation of this road. This road, 10.2 miles in length, will cost approximately $47,000 to construct and not less than $750.00 per year to maintain. On account of the small fund available for Curry County each year, the Highway Commission did not consider it advisable to include it in the secondary system.

On my next visit through Curry County, I will endeavor to make an appointment with you and discuss these matters fully, and I assure you that it is not the intention of the Highway Commission to penalize Curry County in any way.

Very respectfully

State Highway Engineer

RHB:HI
cc Commissioners

ERS
M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

AUGUST
Fifth
1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I return herewith the letter received from C. H. Bailey, County Judge of Curry County. For the information of the Judge, the total funds available for Curry County, by the county's tax ratio for the year 1933, are $1,713.60. Maintenance requirements have been fixed by the Maintenance Department at $500.00 for the Cape Blanco Road. The Port Orford-Heads Road has recently been added to the secondary system, and it is estimated that it will require $500.00 to finish a small amount of grading and place the surfacing on this road. This would leave a balance of $713.60. It is my understanding that a survey has been ordered on the Cape Blanco Road with the expectation that one mile will be graded with federal funds allotted for projects on secondary roads. It would be my suggestion that the expenditures for this survey be paid from the balance of $713.60.

With regard to the Cedar Fork or Bagnell-Euchre Creek Road which the Judge mentions, I made an investigation of this road at the request of the Curry County Court and the Highway Commission. I found this road to be 10.2 miles in length paralleling the present Coast Highway, and, while it is of considerable local importance as it serves twenty farms and three sawmills, it, in my opinion, does not come within ~~to~~ the classification of a secondary highway. I estimated the cost to reconstruct this road at $47,380.00, and, if it became a secondary highway, there would be an immediate demand for its improvement. I also estimated that the road in its present condition would cost not less than $750.00 per year to maintain. I am of the opinion that Curry County is receiving fair consideration from the secondary highway funds available for this year.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.

RECEIVED
AUG 1 1933
OREGON

8/1/33

Mr. Cutler:

Please give me some information about this so I can answer this letter.

R. H. B.

7-30-33

q in regard
of the Secondary
Road mony in your letter to Attorney
Williams you said it would take about
$500 for the Port Orford road and the
balance about $1200 would go back to
the General Fund.
This $1200 belongs to Curry Co this year
and there is no reason why it
should not be spent here now as
we are in need of all the work and
road we can get. It may not
complete any certain project but can
be spent to good advantage and we
have asked to have the Cedar Fork or
Bagnell-Euchre Creek road designated
as a secondary road and you
have not approved it to this time

C. H. BAILEY
COUNTY JUDGE OF CURRY COUNTY
GOLD BEACH, OREGON

RECEIVED
AUG 1 1933
OREGON
STATE HIGHWAY COMMISSION

R H Baldock

7-30-33

Dear Sir am writing in regard to Curry Counties part of the Secondary Road mony in your letter to Attorney Williams you said it would take about $500 for the Port Orford road and the balance about $1200 would go back to the General Fund. This $1200 belongs to Curry Co this year and there is no reason why it should not be spent here now as we are in need of all the work and road we can get. It may not complite any certain project but can be spent to good advantage and we have asked to have the Cedar Fork or Bagnell-Euchre Creek road designated as a secondary road and you have not approved it to this time

If you have any reason why this should not be made a Secondary road or reason why this $1200- should not be spent in Curry Co this year will you please inform the County Court

Yours

C H Bailey

8-9

August 1, 1935

E. S. Cadwell, Keeper
Cape Blanco Light Station
Sixes, Oregon

Dear Sir:

In response to your communication of July 27, advise that we plan to spend approximately $7,000 on the Sixes-Cape Blanco Road. This amount, however, will only improve a portion of the road. We will be making a survey in a short time.

Very truly yours

State Highway Engineer

RHB:HI

ADDRESS ALL COMMUNICATIONS TO
SUPERINTENDENT OF LIGHTHOUSES
PORTLAND, OREGON

DEPARTMENT OF COMMERCE
LIGHTHOUSE SERVICE

SEVENTEENTH DISTRICT
Cape Blanco, Sixes Oreg.,
(STATION, DEPOT, OR VESSEL)
July 27th, 1933

RECEIVED
JUL [illegible] 1933

State Highway Commission,
Salem Oregon,

Sirs:-

Am writing to learn, if there are any improvements to be made this Season, on our road from this Station to Sixes.

1, The Asst. Keeper has two children of Highschool age, who need to attend School at Portorford; if road is improved, it is expected that School Bus will come to the Station for them.

2, Owing to present condition of road between Station & the Hughes Ranch & being an inexperinced driver, I am walking to Sixes, and return, (a distance of 12 miles,) one trip a week for mail & Station supplies.

3, Am reliabbly informed, that many Tourists, calling at Sixes, on their way to the Lighthouse, learning condition of the road turn away disappointed.

4, Any work that can be done on this road

ADDRESS ALL COMMUNICATIONS TO
SUPERINTENDENT OF LIGHTHOUSES
PORTLAND, OREGON

DEPARTMENT OF COMMERCE
LIGHTHOUSE SERVICE

SEVENTEENTH DISTRICT

(2.)

(STATION, DEPOT, OR VESSEL)

, 193

this Season, will be very much appreciated by the Keepers of this Station.

Kindly let me know of any improvements contemplated,

I am,

Very respectfully,

E. N. Cadwell,

Keeper,

Cape Blanco Lt. Sta.,

FORM 5-A-1 5020 5M 8-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

B-9

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Oregon.
July 31st, 1933

IN REPLY PLEASE
REFER TO FILE No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: OSCAR CUTLER

Dear Sir:

Please advise prefix to be used in connection with the location survey Cape Blanco Secondary Highway #250.

Very truly yours,

E. A. Collier
Division Engineer

By
C. B. Cannon
Office Engineer

cc. R.H. Baldock
CBC:AW

FORM 2-14 6961 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

8-9

July 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

A sum of $7,500.00 was designated for the Cape Blanco Highway in Curry County. You may go ahead with that survey with Waller's party as we discussed.

I am attaching proposed detailed secondary program for your consideration.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

8-9

July 15, 1933

Mr. R. R. Tinkham
Superintendent of Lighthouses
Customs House
Portland, Oregon

Dear Sir:

I have given considerable thought to your request of several days ago with relation to the allocation of some funds for the construction of the highway between Sixes and Cape Blanco which leads to one of the government lighthouses.

I discussed this matter with Mr. Carl G. Washburne, Commissioner at Eugene, and as a result of this conference have tentatively set up the sum of $7,500 toward the construction of this road.

Very truly yours

State Highway Engineer

RHB:AJ

8-9

May 5, 1933

County Court of Curry County
Gold Beach
Oregon

Gentlemen:

This letter will acknowledge receipt of a certified copy of a transcript of your journal entry wherein the State Highway Commission is requested to select and designate the Squaw Creek road in Curry County as a secondary highway and to take charge of the construction, maintenance and repair of said road.

I shall be pleased to present your communication to the State Highway Commission at the first opportunity. Copies thereof are being forwarded to the individual commissioners for their advance information.

Yours very truly

Secretary

HBG:jn

Mr. Cutler: I presume Mr. Baldock will wish a report on this subject for presentation to the Commission at the next meeting. Will you please furnish him with such report.

HBG

Baldock

Be It Remembered, That at the regular term of the County Court of the State of Oregon, for the County of Curry, begun and held at the Court House in Gold Beach, in said County and State, on Wednesday, the 3rd day of May, A. D. 1933, the same being the first Wednesday in said month, and the time fixed by law for holding a regular term of said Court, when were present:

The Hon. C. H. Bailey, Judge, Presiding.
A. H. Boice, Commissioner.
A. C. Thompson Commissioner.
Grant J. Williams District Attorney.
F. W. Smith Sheriff
Oleta A. Walker Clerk

When the following proceedings were had, to-wit:

........Whereas, under the provisions of Chapter 248, Oregon Laws for 1931 the State Highway Commission is authorized and empowered to select, locate, establish, designate, improve and maintain out of state highway funds a system of secondary state highways, and

Whereas, the Squaw Creek road in Curry County, leading from the Coast Highway about three miles north of Wedderburn, Oregon, to Ophir, Oregon has been designated by the County Court of said Curry County as a market road by appropriate orders of said county court;

The State Highway Commission is hereby requested to select and designate said Squaw Creek road in Curry County, Oregon, as a secondary state highway of the state and take charge of the construction, maintenance and repair of said road.

C. H. Bailey, Co. Judge
A. H. Boice, /Commissioner
A. C. Thompson, Commissioner.

STATE OF OREGON }
County of Curry } ss.

I, Oleta A. Walker County Clerk for Curry County, State of Oregon, and ex-officio Clerk of the County Court for said County and State, do hereby certify that the foregoing Transcript of Journal Entry has been by me compared with the original entry, and that it is a true and correct copy of said original Journal Entry, and the whole thereof, as the same appears of record on Page 126, Volume 7 in my office and custody.

Witness my hand and seal of said Court this 4th day of May, A.D. 1933.

Oleta A. Walker Clerk

SEAL

By A. G. Walker Deputy

8-9

March 20, 1933

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention of Mr. A. Van R. Schermerhorn, Manager
Surety Bond Department

Gentlemen:

Replying to your letter of March 17, the estimated value of the work remaining to be done by Roy L. Houck in connection with his contract with the State Highway Commission for the construction of the First Hughes Section of Secondary Highway No. 250 in Curry County is $2,000.00.

Very truly yours

Secretary

HBG:AJ

9

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
March 17th, 1933.

H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

Value of work remaining to be done under contract is $2,000.

RE: BOND NO: 43389 - ROY L. HOUCK to STATE OF OREGON
Contract No. 1405 - First Hughes Section of
Secondary State Highway No. 250, Curry County.

Dear Sir:

We are executing and forwarding to Mr. Houck at Independence, Oregon, new bond required on the above contract to replace the bond heretofore furnished by the Union Indemnity Company. In order to fix the premium charge on the new bond, it will be necessary that we have a statement from the Highway Commission of the State of Oregon as to the estimated amount of work remaining to be completed on this contract.

We would appreciate your furnishing us with this information by return mail, if possible.

Very truly yours,
HANSEN & ROWLAND, Inc.

By A. Van R. Schermerhorn
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

AVRS:LD

Form 26—D-13191—1M—4-29.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Hundred Eighteen and 32/100 - - - - - - - - - - - -

($ 118.32) Dollars, to us paid, hereby sell, assign and transfer the within claim for material furnished and service rendered grading and surfacing on the White Bridge approaches on the #242 Secondary Highway in Coos County -Contract 1444 - Est. 3 to Robert J O'Neil and authorize and empower said Robert J O'Neil to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 27 day of March, 1933

Executed in the presence of us as witnesses:

Mrs. Blanch O'Neil

Miss Lillian O'Neil

M. L. O'Neil ~~& Son~~

M L O'Neil

---

stood that the bond is to apply to the contract mentioned in the foregoing paragraph, and to none other.

In case the surety company desires a copy of the contract for its files, we will be glad to furnish a copy for that purpose.

Upon receipt of two copies of the bond properly executed, the warrant for $862.20, which we are now holding, will be released to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

Encl.

91—1M—4-29.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Hundred Eighteen and 32/100 - - - - - - - - -

($ 118.32) Dollars, to us paid, $ hereby sell, assign and transfer the within claim for material furnished and servic e rendered grading and surfacing on the White Bridge approaches on the #242 Secondary Highway in Coos County -Contract 1444 - Est. 3

to Robert J. O'Neil and authorize and empower

said Robert J. O'Neil to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 27 day of March, 1933

Executed in the presence of us as witnesses:

Mrs Blanch O'Neil

Miss Lillian O'Neil

M. L. O'Neil ~~& Son~~

M L O'Neil

---

named to the bond as the bond indicates, but it shall be understood that the bond is to apply to the contract mentioned in the foregoing paragraph, and to none other.

In case the surety company desires a copy of the contract for its files, we will be glad to furnish a copy for that purpose.

Upon receipt of two copies of the bond properly executed, the warrant for $862.20, which we are now holding, will be released to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

#1444

1—1M—4-29.

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Hundred Eighteen and 32/100 - - - - - - - - -

(\$ 118.32) Dollars, to us paid, J hereby sell, assign and transfer the within claim for material furnished and service rendered grading and surfacing on the White Bridge approaches on the #242 Secondary Highway in Coos County -Contract 1444 - Est. 3 to Robert J. O'Neil and authorize and empower said Robert J. O'Neil to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 27 day of March, 1933.

Executed in the presence of us as witnesses:

Mrs. Blanch O'Neil

Miss Lillian O'Neil

M. L. O'Neil ~~& Son~~

M. L. O'Neil

---

nexed to the bond as the bond indicates, but it shall be understood that the bond is to apply to the contract mentioned in the foregoing paragraph, and to none other.

In case the surety company desires a copy of the contract for its files, we will be glad to furnish a copy for that purpose.

Upon receipt of two copies of the bond properly executed, the warrant for \$862.80, which we are now holding, will be released to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

8-9

March 10, 1933

Mr. R. L. Houck
Independence, Oregon

Dear Sir:

We are submitting herewith four copies of the bond which we desire to have furnished in connection with your contract for thegrading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

Additional copies of the contract are not being annexed to the bond as the bond indicates, but it shall be understood that the bond is to apply to the contract mentioned in the foregoing paragraph, and to none other.

In case the surety company desires a copy of the contract for its files, we will be glad to furnish a copy for that purpose.

Upon receipt of two copies of the bond properly executed, the warrant for $862.20, which we are now holding, will be released to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM 9-A-1 6765 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1405

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

8-9

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 30, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Hwy; Engr.
Salem, Oregon.

ATTENTION: H.B. GLAISYER

Dear Sir:

I have received a copy of an application for extension of time from Roy L. Houck on his contract No. 1405 for grading the First Hughes Section of Cape Blanco Secondary Highway. He asks for extension to July 15, 1933. This copy I received did not have approval of surety.

The original date of completion was Nov. 30th. On Dec. 12th, I recommended an extension be granted to Dec. 31st. On Jan. 16th, I recommended he be given permission to shut down for three or four months because completion of grade would block present road with mud and it would require a great deal more gravel to make new grade passable than the contract calls for. Mr. Smith, on Jan. 23 approved suspension for three months.

The State will be put to some engineering expense when the job starts up again and I recommend an extension to July 15th, 1933 be granted with engineering penalties after Feb. 1, 1933.

Very truly yours,

E. A. Collier
Division Engr.

for R H Baldock

cc. R.H. Baldock

EAC:AW

January 28, 1933

Mr. Roy L. Houck,
Independence, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of January [illegible]th requesting an extension of time to July 15th, 1933 on your contract No. 1405 - First ~~Highway~~ Section in Curry County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have ~~your~~ written consent of your surety on the bond furnished in connection with the contract. Kindly secure the consent of your surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

J. McF.

January 20, 1933

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Please find enclosed copy of a letter from R. L. Houck, requesting an extension of time on his contract No. 1405 - First Hughes Section in Curry County to July 15, 1933.

Kindly furnish us with your recommendations that the matter may be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

8-9

December 16, 1932

Gladys James, Secretary
Ophir Grange No. 767
Ophir, Oregon

Dear Madam:

This is to acknowledge receipt of your communication of the 25th ult., in which you register complaint about the maintenance in your section, with regard to the practice of digging ditches with the grader on the approach roads, particularly the approach to the Euchre Creek Market Road.

Please be advised that I have referred this to our Maintenance Engineer, Mr. J. M. Bishop, with the request that he give it his personal attention and report to me, after which you will again be advised.

Very truly yours

State Highway Engineer

RHB:HK

cc J. M. Bishop

#1405

8-9

November 30, 1932

E. A. Collier, Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Dear Sir:

Please be advised that the time limit on the Roy L. Houck contract No. 1405, First Hughes section of Secondary Highway No. 250 in Curry County, will expire this date. If the time limit on this contract should be extended, please advise Mr. Houch and forward us your recommendation.

Yours very truly,

STATE HIGHWAY COMMISSION

By
Secretary

JM:RWB

1-9

October 15, 1932

Shell Oil Company,
North Bend,
Oregon.

Gentlemen:

We are pleased to give you the following information regarding Roy L. Houck's contract, as requested in your letter of October 12:

1. Union Indemnity Company; Hanson & Rowland, Inc. of Oregon, Failing Building, Portland, are resident agents for Oregon.
2. Amount of contract $5,669.05; bond is for like amount.
3. November 30, 1932 is the specified date of completion.
4. The description of the job is: Grading and surfacing of First Hughes Section of Secondary Highway No. 250 in Curry County, State Highway Contract No. 1405.

Very truly yours,

Secretary

AJ

SHELL OIL COMPANY
North Bend, Oregon

PETROLEUM PRODUCTS

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

October 12, 1932

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We would appreciate the following information regarding the road contract awarded to Roy L. Houck which is Job No. 1405, located at Port Orford, Oregon.

1. Name of Bonding Company furnishing surety and name of agent.

2. Amount of Job in dollars and amount of bond in dollars.

3. Date of starting contract and approximate time required to complete the job, also date set for completion.

Thanking you in advance for this information, we are,

Yours very truly,

SHELL OIL COMPANY

EGH

RECEIVED
OCT 1[illegible] 19[illegible]

8-9

October 15, 1932

Union Indemnity Company,
% Hansen & Rowland, Inc.
Failing Building,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is a copy of a contract recently awarded to Roy L. Houck for the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

This copy is mailed to you as you appear as surety on the bond furnished in this instance.

Very truly yours,

Secretary

AJ

8-9

October 15, 1932

Mr. Ray L. Houck,
Independence
Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

Very truly yours,

Secretary

AJ

#1405
Curry Co
8-9

October 13, 1938

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

Receipt is acknowledged of your letter of October 12th concerning the R. L. Houck contract covering the construction of the First [illegible] Section of Secondary Highway No. 250 in Curry County.

Please be advised that as soon as this contract has been approved by our attorney we will forward you a copy. We expect that the contracts will be approved within the next few days.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
October 12, 1932.

RECEIVED
OCT 1[illegible] 1932
OREGON
[illegible] COMMISSION

Oregon State Highway Commission.
Salem, Oregon.

RE: BOND NO. 42786 - R. L. HOUCH to STATE OF OREGON - Contract for improvement of First Hughes Section of Secondary State Highway No. 250, in Curry County, Oregon.

Gentlemen:

On September 30 we forwarded to you four copies of bond and contract as captioned above, and we would appreciate your forwarding to us a copy of the bond and contract for our files.

Thanking you, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard

Surety Bond Department.

FT

8-9

RECEIVED
OCT [illegible] 1932
[illegible]
STATE HIGHWAY COMMISSION

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
October 5, 1932.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

RE: BOND OF R. L. HOUCK, covering construction of First Hughes Section of Secondary State Highway No. 250 in Curry County.

Gentlemen:

We are in receipt of your letter of October 3 with reference to the above.

We have today forward to the State Insurance Commissioner at Salem, for filing in his office, certified copy of power of F. A. Rhodes, who executed the above bond as attorney-in-fact for the Union Indemnity Company.

We trust you will now be able to approve the bond of Mr. Houck.

Yours very truly,

HANSEN & ROWLAND, Inc.

By F Tunnard
Surety Bond Department.

FT

October 3, 1932

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: A. Van R. Schermerhorn.

Gentlemen:

Receipt is acknowledged of the four copies of contract and bond of R. L/ Houck, covering the construction of the First Hughes Section of Secondary State Highway No. 250 in Curry County.

Please be advised that the bond in connection with this contract will not be approved by the State Insurance Commissioner until the power of attorney in fact of Mr. J. A. Rhodes has been filed in that office. We note that the power of attornet for Mr. Rhodes is attached to one of the contracts but it is necessary that such power of attorney be filed at the State Insurance Commissioners office. Will you please have this done at your early convenience so that we may have the bond approved.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

RECEIV
OCT [illegible] - 1932
OREGON
STATE HIGHWAY COMMIS

INCORPORATED 1898
MARYLAND CASUALTY COMPANY
F HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE
HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
September 30, 1932.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 42786 - R. L. HOUCK to STATE OF OREGON - Contract for improvement of First Hughes Section of Secondary State Highway No. 250, in Curry County, Oregon.

Gentlemen:

We are forwarding to you today, under separate cover, four copies of bond and contract as captioned above, all of which have been executed by Mr. Houck and by the surety. We have attached to one copy of the contract a certified copy of power of attorney authorizing F. A. Rhodes to sign bonds attorney-in-fact on behalf of the Union Indemnity Company.

Will you kindly forward us a copy of the bond and contract for our file.

Very truly yours,

HANSEN & ROWLAND, Inc.

By
Surety Bond Department.

FT

8-9

September 30, 1932

Mr. Roy L. Houck
Independence, Oregon

Dear Sir:

On September 6, 1932, I sent you four copies of the contract form covering State Highway Contract No. 1405, First Hughes Section of Secondary Highway No. 250, Curry County, with the request that they be signed as to contract agreement and bond. These have not been returned, therefore I wish to inquire what your intentions are with respect to the acceptance of this contract.

I wish to call your attention to the following clause in the proposal form submitted by you on this project:

"If this proposal shall be accepted and the undersigned shall fail ~~to~~ or neglect to contract as aforesaid, and to give bond in the amount specified, with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission, may at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the State Highway Commission".

Your immediate attention to this matter is respectfully requested.

Very truly yours

STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Secretary

HBG:jn

8-9

September 22, 1932

Hansen & Rowland, Inc.
P. O. Box 1633,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of September 21st we wish to advise that the contract for the grading of the First Hughes Section of Secondary State Highway No. 250 in Curry County was awarded to R. L. Houck, Independence, Oregon.

Copies of the above contract have been forwarded to Mr. Houck for execution but have not yet been returned so we are unable to advise you of the name of the surety company furnishing the bond.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

RECEIVED
[illegible]

Tacoma, Washington.
September 21, 1932.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secretary.

RE: FIRST HUGHES SECTION OF SECONDARY HIGHWAY NO. 250, CURRY COUNTY.

Gentlemen:

Messrs. R. L. Houck and Earl L. McNutt were the low bidders on the above contract. Will you kindly advise us if the contract has been awarded and to whom, and if bond has been filed by the contractor to whom it was awarded, please advise us the name of the surety company furnishing the bond.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

8-9

September 6, 1932

Mr. Roy L. Houck,
Independence,
Oregon.

Dear Sir:

We are sending you today by express four copies of contract No. 1405 which was awarded to you by the State Highway Commission for the grading and surfacing of the First Hughes Section of Secondary Highway No. 250 in Curry County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the pagemarked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

8-9

August 29, 1932

Mr. Carl G. Washburne,
State Highway Commissioner,
Eugene, Oregon.

Dear Sir:

Sometime ago you inquired concerning the payment of $8,000 to the Macleay Estate Co., for right of way required for the approaches to the Rogue River bridge at Gold Beach.

I talked to Mr. Devers about this matter and he informs me that everything is regular and that the money is being paid out in accordance with the orders of the Court. Therefore, there is no question about the money being paid out properly.

Very truly yours,

Secretary

HBG:AJ

FORM 5-A-1 4130 6M 5-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

8-9

OREGON STATE HIGHWAY COMMISSION
SALEM

June 29, 1932

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN [illegible] 1932

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION : Oscar Cutler

Dear Sir:

I have your letter of June 27th at hand, in regard to Secondary Highway matters in Curry County.

Last Thursday morning I called on Judge Bailey at Gold Beach, and he seemed perfectly willing to write a letter to the Commission, stating their satisfaction with the designation of the Cape Blanco road only. I also wrote out the form of such a letter and gave it to him, and he promissed to send it in shortly. I also fixed up the forms wherein the county waived its right to perform work on Secondary Highways. However, I have not received either of these to date.

In the meantime, I have asked P. P. Whitmore at Port Orford to secure from the county their maps and plans for a section to be let by contract, which will cost approximately $6,000.00.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:ES
cc R. H. Baldock

FORM 8-A-1 2468 4M 1-32

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

8-9

NOTED
State Highway Engineer

February 10, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. H. Bailey
County Judge
Gold Beach, Oregon

Dear Sir:

The Cape Blanco road in Curry County has been approved by the Highway Commission as Secondary Highway No. 250.

After leaving Gold Beach, I drove out past the end of the surfacing and down onto the flat. I noticed that the section from the end of the surfacing to the foot of the hill had been slashed but apparently not burned. The trees had been thrown into the timber past the edge of the right of way in falling. I think this should be cleaned up as it is very unsightly and is too great a fire hazard. There is also the grubbing to do.

Upon my return, I wrote to W. E. Chandler suggesting that the clearing might be done as relief work if he thought advisable. I Have just received a copy of a letter from the Grange at Wedderburn stating that people are very badly in need of work at Gold Beach. I would suggest that you get in tough with Mr. W. E. Chandler, Division Engineer, if you think best and conveniently can, and discuss this unemployment situation. It is possible that you might be able to arrange that men in the vicinity of Port Orford could work on this clearing and that the work between Port Orford and Gold Beach could be done by the men at Gold Beach. I do not at all know that this could be done, but am merely suggesting that you talk this over with Mr. Chandler when you can.

Very truly yours

J. H. Scott
Market Road Engineer

JHS LD
cc W. E. Chandler
cc R. A. Klein
cc J. M. Devers

FORM 2-A-1 1944 7500 12-31

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

8-9

OREGON STATE HIGHWAY COMMISSION

SALEM

February 3, 1932

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary State Highway Commission
Office

Dear Sir:

Request is hereby made for the approval of the Cape Blanco road about four miles in length, in Curry County, as a Secondary State Highway.

A few weeks ago the County Court of Curry County sent in a resolution designating the Cape Blanco road and a new road up Hunter's Creek as secondary highways. I have discussed with the County Court and they have now agreed on the Cape Blanco road for a period of one or two years and wish to await developments before adding any more secondary highways. I also inspected the Hunter's Creek road which they designated and do not wish to recommend that road as a secondary state highway under any conditions.

I presume the County Court will make out a new resolution at their meeting today, but it is desired to start relief work as soon as possible and I would like this road approved as a Secondary State Highway without waiting until another Commission meeting.

Yours very truly

J. H. Scott
Market Road Engineer

JHS LD

MR Klein
From H. B. Glaisyer, Secretary

107-5
8-9

NOTED
State Highway Engineer

C
O
P
Y

Portland, Oregon
February 8, 1932

Lower Rogue Grange No. 768,
Wedderburn,
Oregon.

Attention Mr. A. B. Harrison, Secretary

Gentlemen:

Acknowledging receipt of your letter of the 30th ultimo, relative to the serious unemployment situation in the Gold Beach district; and also calling attention to the dangerous condition of the Squaw Valley road,

Beg to advise that copies of your communication have been mailed to the other commissioners, to Mr. Roy A. Klein, Engineer, and to Mr. J. M. Devers, attorney, for their attention and report to you.

Sincerely,

ELIZABETH BARRY,

Secretary to the Chairman

EB

copy to Mr. Glaisyer

C
O
P
Y

John Reinert, Master
Gold Beach, Ore.

A. B. Harrison, Secretary
Wedderburn, Oregon

LOWER ROGUE GRANGE

No. 768

Wedderburn, Ore.
January 30, 1932

Mr. J. C. Ainsworth,
Chairman, State Highway Commission,
Portland, Ore.

Dear Sir:

On Dec. 19th I mailed you a copy of the resolution of this grange reading as follows:

> "WHEREAS the Gold Beach district has quite as big a proportion of needy unemployed as any other district in Curry County, and
> WHEREAS the roads in the Gold Beach district are badly in need of repair,
> BE IT HEREBY RESOLVED that this meeting demands that relief work be immediately commenced in the Gold Beach district."

You answered on Jan. 2nd that you had referred the matter to Mr. Roy Klein for attention. Not hearing from Mr. Klein I wired the Commission on Jan. 9th and Mr. Glaisyer wired back that, in Mr. Klein's absence, Division Engineer Chandler had been asked to explain the situation.

In subsequent correspondence with Mr. Chandler I pointed out, in behalf of the Road Relief Work Committee of this grange, that, according to information given us by Mr. Van Scoy, there are only 3 men employed at Gold Beach on relief work, as against 9 at Port Orford and 5 at Brookings. This, we claim, shows that Gold Beach is getting less than half its proper proportion on a population basis.

Mr. Chandler wrote us a courteous letter, but that is all he appears to have done for us, so far! However, he and Mr. Klein came through Curry County two or three days ago, and we hope this means that additional work is being planned for the Gold Beach district.

You also wrote in your letter of Jan. 2nd, as follows:

> "On the first of the year we take over certain roads in Curry County which will be known as Secondary Highways and these roads have a set amount of money which may be spent on them during the year. It may be that the Engineering Department can arrange to

spend some of this Secondary Highway money in your vicinity".

We understand that only one road--The Cape Blanco road--has been selected as yet for a secondary highway, and this road is really a Federal road. We are strongly of the opinion that the Squaw Valley road (the old main road) ought to be chosen and improved without delay as a secondary highway by your Commission, for the reason that there are some twenty-four families living along this road now--a very big increase since the State Highway from Euchre Creek to Wedderburn was opened--and for the reason also that the Squaw Valley road is in very bad repair. This road begins and ends at the State Highway, thus fulfilling an essential condition as we are informed, for the taking over of such roads by the State.

I trust that the Commission will be able to act promptly in this matter, as we have a large number of men in urgent need of work.

Yours very truly,

A. B. HARRISON, Secretary

P. S. The Gold Beach School bus has to make the trip up and down the Squaw Valley road twice daily on school days, and the Clerk of the School Board tells me that the Board is in constant fear of a bad accident to the children from the dangerous condition of the road.

A. B. H.

C
O
P
Y

Portland, Oregon
Jan. 2, 1932

Lower Rogue Grange No. 768,
Wedderburn,
Oregon.

Attention Mr. John Reinert, Master

My dear Mr. Reinert:

Acknowledging receipt of resolution dated December 19, 1931, relative to the unemployment situation in the Gold Beach district, and requesting that additional work be done on the roads in that district, beg to advise that I have referred this to Mr. Roy A. Klein, State Highway Engineer, for attention.

You, of course, realize that we have only one state highway in the Gold Beach area (the Oregon Coast Highway) and that we cannot spend any money off state roads.

On the first of the year we take over certain roads in Curry County, which will be known as Secondary Highways, and these roads have a set amount of money which will be spent on them during the year. It may be that the Engineering Department can arrange to spend some of this Secondary Highway money in your vicinity.

Should this be done, it would merely mean that you were using the money now, which would ordinarily be available a month or two later.

I appreciate your bringing this matter to my attention, and beg to remain, with the Compliments of the Season,

Sincerely,

(Signed) J. C. AINSWORTH,
Chairman

JCA EB

Copies sent to Messrs. Klein
and Devers
(Dict. Ray Conway)

CONTRACT#1406,

SEE:

CONTRACT#1131,

1406 [illegible]: Contract 1131

CONTRACT#1406,

SEE:

CONTRACT#1149,

6

140. SEE: Contract 1149

CONTRACT#1407,

SEE:

CONTRACT#1131,

20

1407 [illegible]: Contract 1131

CONTRACT#1408,

SEE:

CONTRACT#581,

1408 SEE: Contract 581

CONTRACT # 1408,

PR 179-A West Dayton-Lafayette Sec. 1932
1408

January 31, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 25th in which inquiry is made concerning the constructed length of Project No. E 179-A.

This project connects at each end to an existing 16' concrete pavement, and to complete this connection it was proposed to construct new 20' pavement from Station 294+00 to Station 310+75. In addition, it was proposed to construct a widening strip from Station 294+00 to 292+80, this being non-participating work outside of the limits of the project. Actual laying out of the work developed that it was possible to utilize the existing pavement between Station 294+00 and Station 294+44, this resulting in continuation of the widening strip to Station 294+44 and the beginning of the 20' pavement at that point.

While it was originally expected to be necessary to carry the new 20' pavement to Station 310+75 to make a connection with the existing pavement, it was found that a satisfactory connection could be made at Station 310+41, and as a result the new pavement was terminated at that point.

Accordingly, the statement of constructed lengths, submitted with the final voucher is correct, the widening strip between Station 294+00 and Station 294+44 resulting in a 20' pavement for that section and the total 20' pavement on the project being 0.298 mile in length.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 25, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

From the final monthly estimate for Oregon E-179-A, Contract No. 1408, it appears that no work was done between Stations 94+00 and 94+44. If this is the case, the length shown on the statement of constructed length would be reduced to 0.289 mile. Also, the reasons for stopping the project at Station 310+41 instead of 310+75 are desired.

As the excess Federal funds to be released by this final voucher are needed on NRH 78-B, it is requested that you reply at an early date so that the final voucher for this project may be forwarded for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 12, 1933.

RECEIVED
SEP 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Oregon Emergency Construction Highway Project No. E. 179-A has been completed since November, 1932, and the final voucher has not been submitted. As this project is included in the same contract as Oregon E. 73, we believe that it is being withheld -- pending the replacement of the broken panels on E. 73 in order that engineering and other costs chargeable to both projects might be prorated.

As it will be some time before this work is completed, and as our Washington Office has repeatedly urged that final vouchers be submitted promptly, we are suggesting that, as none of the expenses incurred subsequent to this date are chargeable to project E. 179-A, the proration of engineering and other costs common to both projects be based on the total costs you now have. If this suggestion seems reasonable to you, the final voucher for Oregon E. 179-A can be submitted without further delay.

Very truly yours,

W. H. LYNCH
District Engineer.

Senior Highway Engineer

STENCIL NO. 124

179-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. E-179-A

POST OFFICE BUILDING
PORTLAND, OREG.

Feb. 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encl.

RECEIVED
FEB 21 1933
OREGON
STATE HIGHWAY COMMISSION

Hwy. 13430

a

Form P. R. 2

State Oregon

Project No. E-179-A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of December, 1932

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:**

Whereas the Highway Department of said State submitted on the 10th day of August, 1932, a project statement, which was approved by the Secretary on the 14th day of September, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 17th day of September, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, five hundred fifty-four and 03/100 dollars ($2,554.03) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 294+00 and survey station 310+75, all in the N.E.¼ of Sec. 8, T.4 S., R.3 W., W.M.,

, length 0.304 miles, in Yamhill County, being Section A of Oregon Federal Aid project No. E-179, consisting of 0.304 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~miles in length~~ known locally as the West Dayton-Lafayette Section of the West Side Pacific Highway between official control points Portland and McMinnville.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) It is mutually agreed that any and all construction work in connection with the proposed improvement of the project already performed or completed and now in place, and on which no Federal Aid is requested, shall be subject to the inspection and approval of the Secretary or his authorized agents.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of two thousand, five hundred fifty-four and 03/100 dollars ($ 2,554.03), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eight thousand, five hundred thirteen and 45/100 dollars ($ 8,513.45), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C. F. Marvin
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 5—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-179-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $8,513.45 as the total estimated cost of said project, and the sum of $2,554.03 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of February one thousand nine hundred and Thirty-three

C. F. Marvin.
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Feb. 7, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Emergency Construction Highway Project No. E- 179-A, was made by a representative of this office on December 3rd, 1932. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 17, 1932.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith three copies of the proposed project agreement for Oregon Emergency Construction Highway Project No. E-179-A, for signature and return to this office.

Enclosed also is an approved copy of the specifications and detail estimate upon which the agreement was based.

Your attention is invited to the fact that the pavement widening strip between Stations 292+80 and 294 is outside the limits of this project. Furthermore, it hardly appears likely that it will be used when the pavement is widened to 20 feet. The item has therefore been eliminated from the estimate and the estimated cost and Federal funds are correspondingly reduced.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encls.

RECEIVED
DEC 19 1932
OREGON
STATE [illegible]

7 6 6 5 PR 179-a

UNITED STATES DEPARTMENT OF AGRICULTURE.

BUREAU OF PUBLIC ROADS

December 2, 1932.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We have just received payrolls submitted by the Oregon Bridge and Dredging Company for Oregon Emergency Construction Highway Projects E-73-A and E-179-A, for the period from Sept. 29th to October 29. These payrolls were submitted by weeks beginning September 29 ending October 5, and for each week following. The weeks used were for each seven days following the date construction started and were not calendar week.

The Emergency relief Act states that no labor shall be employed for more than 30 hours per calendar week. If this payroll is divided into calendar weeks, it would show a very large number of violations of this law. However, using the weeks as they have listed them, it still shows a considerable number of violations. We have checked two of the weekly payrolls using the weeks as they are listed, and have found the following violations for this period:

E. G. Brandel was employed for 39 hours for the week from September 29 to October 5, and 39 hours for the week from October 6 to October 12.

W. Marchuk was employed for 39 hours for the week from October 6 to October 12.

C. O. Clark was employed for 39 hours for the week from October 6, to October 12.

O. Martinson was employed for 33 hours for the week from October 6 to October 12.

O. P. Malstid was employed 50 hours for the week from October 6 to October 12.

G. Hadley was employed 41 hours for week October 6 to October 12.

J. F. Spriggs was employed 32 hours for week from October 6 to October 12.

Cleat Gill was employed 32 hours for the week from October 6 to October 12.

The following violations of the State 8-hour law were also noted:

W. Marchuk, Jackhammer man, worked 10 hours on October 10, 11 and 12.

C. O. Clark worked 9 hours on October 11, and 10 hours on October 12.

O. P. Malstid worked 10 hours on October 6, 7, 8, 10, 11 and 12.

James Allison worked 9 hours on October 6.

The following skilled laborers were paid at the rate of 50¢ per hour instead of 60¢ per hour; O.P. Malstid, powder man; James Allison, oiler; and A. B. Culver, Jackhammer man.

The contractor should be advised to handle the payrolls on the basis of calendar weeks, and to limit the employment to 30 hours per calendar week; or if he so desired, the payroll may be handled on the basis of one-half a month, the employment still being limited to 30 hours per calendar week.

An inspection of the payroll for the rest of the period indicates that there will be about the same number of violations as there are on the ones we have checked. There are entirely too many violations for such a period. It indicates negligence on the part of the resident engineer, and absolute failure of the contractor to cooperate with the spirit of the Relief Act.

If this condition continues to exist, we will be obliged to recommend cancellation of this contract; and similar steps will be taken in regard to all other projects which show such violations of the labor provisions of the contract.

Very truly yours,

W. H. LYNCH
District Engineer

By (Signed) J. A. Elliott

Sr. Highway Engineer.

R

October 4, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement covering the West Dayton-Lafayette Section, Emergency Construction Project E-179-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer,

Dict. by J. W. Nash/MR.

Encl.

Oregon State Highway Department. Emerg. Constr. Proj. No. E-179-A.

WEST DAYTON-LAFAYETTE SECTION OF THE
WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 30, 1932

500	cu. yds.	Excavation, Single Classification	$ 0.40	$ 200.00
500	yd. sta.	Overhaul	0.03	15.00
3,600	sq. yds.	Portland Cement Concrete Pavement	1.75	6,300.00
250	lin. ft.	Expansion Joints	0.15	37.50
1,900	lin. ft.	Contraction Joints	0.03	57.00
200	only	Dowels	0.16	32.00
1,500	lbs.	Tie Bars and Reinforcement	0.04	60.00
40	sq. yds.	Concrete Widening Strips	1.85	74.00
340	cu. yds.	Screened Gravel in Shoulders	1.80	612.00
200	cu. yds.	Crushed Gravel in Shoulders	2.00	400.00
40	cu. yds.	Filler	0.50	20.00
50	yd. mi.	Hauling Filler	0.12	6.00
				$ 7,813.50
		10% Engr. & Cont.		781.35
		Total........................		$ 8,594.85

Length .304 miles

Cost per mile $28,272.53

Regular Federal Aid Funds Requested	$ 2,578.45	(30%)
Emergency Construction Funds Requested	6,016.40	
Total	$ 8,594.85	

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920.

" " " Maint.: Chap. 41, laws 1927.

[illegible] - 79

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
SEP 19 1932
OREGON
STATE HIGHWAY COMMISSION

Sept. 17, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

West Dayton - Lafayette, Paving ?

Dear Sir:-

Plans, specifications and estimates for Oregon Emergency Construction Highway Project No. E-179-A are today being recommended for approval.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

This is to advise of our concurrence as of this date in award of contract to Oregon Bridge and Dredging Company, the low bidder.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

PR# 179

Sept. 16, 1932.

RECEIVED
SEP 17 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

As Mr. Probert was advised by phone today, we have received a radiogram to the effect that Oregon project statement No. 179 was approved the 14th. The documents for the new work covered by this project statement will be cleared from this office on the 17th, and award can be made as of that or any later date.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

August 26, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the West Dayton-Lafayette Section Emergency Project No. E-179-A. Five bid proposals for this work are being sent under separate cover. The blueprint plans required will be sent to you tomorrow.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

G. H. Probert,
Office Engineer.

Dict. by J. W. Bash/EK
Incls.

Oregon State Highway Department Emerg. Constr. Proj. No. E-179-A

WEST DAYTON-LAFAYETTE SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate with paving specifications. Not as basis for project agreement)

Salem, Oregon, August 26, 1932.

500	cu. yd.	Excavation, single classif.	$ 0.50	$ 250.00
500	yd. sta.	Overhaul	0.02	10.00
3,600	sq. yd.	Portland Cement Concrete Pavement	1.80	6,480.00
250	lin. ft.	Expansion Joints	0.18	45.00
1,900	lin. ft.	Contraction Joints	0.06	114.00
200	only	Dowels	0.25	50.00
1,500	lbs.	Tie Bars and Reinforcement	0.05	75.00
40	sq. yd.	Concrete Widening Strips	2.50	100.00
340	cu. yd.	Screened Gravel in Shoulders	1.25	425.00
200	cu. yd.	Crushed Gravel in Shoulders	1.25	250.00
40	cu. yd.	Filler	0.40	16.00
50	yd. mi.	Hauling Filler	0.15	7.50
				$ 7,822.50
		10% Engr. & Cont.		782.25
		Total		$ 8,604.75

Length	.304 miles
Cost per mile	$ 28,305.09

Regular Federal Aid Funds Requested	$ 2,581.42
Emergency Constr. Funds Requested	6,023.33
	$ 8,604.75

CONTRACT#1408,

PR 73-A Multnomah Co. Line-Middleton 1932

1408

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

January 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-73-A Multnomah County Line-Middleton Section ________________, was made by a representative of this office on December 11, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. CAUFIELD
Highway Engineer

#1408
Wash. & Yam.

72-2

September 25, 1933

United States Guarantee Company,
Dooley & Company, Agents,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1408 for the construction of the Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties has been completed by the contractors, Oregon Bridge & Dredging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 5, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, [illegible] or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsiblity for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $62,547.17 including the final payment. Of this amount $144. 74 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

73-a

September 15, 1933

Oregon Bridge & Dredging Company,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1408 - Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway, expired on June 1, 1933. According to our records this contract was not completed until August 10, 1933.

It is also noted that the time limit on your contract No. 1442 - Miller Creek-Junction City Section of the West Side Pacific Highway expired on August 15, 1933. This contract was not completed until August 24, 1933.

Kindly send us your applications for extensions of time on the above contracts at your early convenience so that it will not be necessary to hold up the payment of your estimates. Your applications must be accompanied by the written consent of your surety on the bond furnished in connection with the contracts.

Very truly yours,

Secretary.

Dist. by J. McFarland.

cc to W. E. Chandler.

Form 386—1M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending August 26, 1933

Section Multnomah Co. Line-Middleton

Kind of work Grading & Paving

Highway West Side Pacific

Section prefix 34 PD

Contractor Oregon Bridge & Dredging Co.

Contract number 1408 73-a

Date of contract Sept. 18, 1932

Date of completion January 1, 1933

Date work started Sept. 27, 1933

Estimated date of completion ...., 193..

Amount of contract $58,309.50

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $62,452.75

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $ ...., 9.1%

Date project was completed August 10, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

RECEIVED
AUG 26 1933

Working on final estimate. Now completed.

FINAL REPORT

NOTED ✓
DIV. ENGR. ✓
DIV. ENGR.

R A Farrow

R. A. Farrow
Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM 2-3-1 [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.1
Miles partially completed					
Miles completed					2.1
Total estimated quantities					24180 sqyd
Estimated quantities moved or placed to date					24180 sqyd
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

Washington County, 33 %; Yamhill County, 36 %; Multnomah County, 31 %; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Hot		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM S-2-1 10144 500 7-29

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

73-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

August 5, 1933.

IN REPLY PLEASE REFER TO FILE NO.
54 PD

Oregon Bridge & Dredging Co.,
1016 Board of Trade Building,
Portland, Oregon.

Gentlemen:

With reference to the replacement of certain broken panels of the new concrete pavement on your contract #1402, being the Multnomah County Line-Middleton section of the West Side Pacific Highway:-

This letter is to confirm the verbal understanding between Mr. Baldock and Mr. Hall, viz., nine designated broken half panels, as indicated on the plat of the pavement survey, are to be broken out and replaced at the sole expense of the contractor; ten other half panels, which are less severely cracked from the transporting of your heavy equipment over the green pavement, are not to be paid for on your final estimate in the amount of actual square yardage of pavement involved.

Please indicate your acknowledgment of the above understanding and acceptance of the arrangements of settlement in the space below.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. R. A. Furrow
Mr. Wm. E. Chandler

The above understanding and arrangement of settlement is hereby acknowledged and accepted.

____

NOTED
State Highway Engineer

By ______________________________

73-a

June 7, 1933

Mr. H. G. Smith
Office

Dear Sir:

Please advise if the twenty panels that were cracked on the Multnomah County Line-Middleton Section of the West Side Pacific Highway by reason of the operation of the contractor's shovel over the pavement while still green have been repaired by the contractor without cost. The only successful repairs, of course, are the replacement of the damaged panels.

Very truly yours

State Highway Engineer

RHB:HI

cc Wm. E. Chandler

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-73

POST OFFICE BUILDING
PORTLAND, OREG.

Feb. 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered [illegible]/Emerg. Con. Hwy. project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer.

Encl.

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY C

Hwy 9926

Form P. R. 2
State Oregon
Project No. B-73

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of December, 1932

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 16th day of June, 1932, a project statement, which was approved by the Secretary on the 15th day of August, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~[illegible]~~ said project which were recommended for approval by the United States District Engineer on the 17th day of September, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, six hundred sixty-three and 67/100 dollars ($16,663.67) as the share of the United States payable under said act on account of ~~[illegible]~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+00 in the NE¼ of Section 36, T 1 S, R 1 W, W.M., and survey station 33+00, between survey stations 112+00 and 136+00, between survey stations 157+00 and 161+00 and between survey stations 282+00 and 334+00 in the S.E.¼ of Sec. 20, T 2 S., R 1 W., W.M.,

, length 2.31 miles, in Washington County, being Oregon Federal Aid project No. E-73, consisting of 2.287 miles of roadway and one bridge~~s~~ each of more than 20 feet clear span, 0.033 of a mile in length., known locally as the Multnomah County Line-Newberg section of the West Side Highway.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5818

(b) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement it will apply an oil treatment to those portions of the road which are surfaced with gravel and within a reasonable time thereafter will place upon such portions of road a satisfactory higher type of surfacing which will adequately meet the traffic needs and conditions thereon.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $54,456.60, Federal Aid $16,236.97, one bridge, approved estimate $1,069.00, Federal Aid $226.70.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~[illegible]~~ said project shall not in any event exceed the sum of sixteen thousand, six hundred sixty-three and 67/100 dollars ($ 16,663.67), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, five hundred forty-five and 60/100 dollars ($ 55,545.60), the approved total estimated cost of ~~[illegible]~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7th day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C. F. Marvin
Acting Secretary of Agriculture.

CWS

R. H. BALDOCK

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. B-73, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 55,545.60 as the total estimated cost of said project, and the sum of $ 16,663.67 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of February one thousand nine hundred and Thirty-three

CWS C. F. Marvin
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM 5-A-1 6766 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 25, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Furrow,
Resident Engineer,
8407 N. Jersey St.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Our attention has been called by the Bureau of Public Roads to the payroll of the Oregon Bridge and Dredging Company, Oregon E.F.A. No. S 73-A, 179-A on which 3 men worked more than 30 hours per week in the week ending December 24th.

Will you please advise the contractor that violation of the 30 hour per week provision must be avoided in the future in all cases except in cases of extreme emergency to avoid injury to persons or damage to property. Whenever such emergency should arise and it is necessary to work more than the 30 hour limit, a notation should be placed on the payroll giving the reason why these provisions were violated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

Dictated by

Chas. E. Low

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓
W. H. Lynch
Wm. E. Chandler

January 23,1933

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Oregon E.F.A. No. E 73-A, 179-A

Dear Mr. Baldock:

The payrolls of the Oregon Bridge and Dredging Co. show that A. Grande worked 48 hours during the week ending December 24th, T. Ingwood worked 73 hours and R.W. Anderson worked 40 hours this same week.

Please call these violations of the labor provisions to the attention of the contractor so that they may be avoided in the future.

Very truly yours,

W.W. LYNCH
District Engineer

By L.J. Canfield
Highway Engineer

fwh
cc: FA

FORM 8-A-1 5653 5M 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

13-a

January 4, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Oregon Bridge & Dredging Co.,
Board of Trade Bldg.,
Portland, Ore.

Gentlemen:

We are advised by the Bureau of Public Roads that in checking your payroll on the Multnomah County Line-Middleton-West Dayton-Lafayette Paving Project for the period from November 17th to 23rd, that they found 32 violations of the 30 hour week. Of these violations 22 were for unskilled labor and ten were for skilled labor. These violations were explained by Mr. Hall, Jr., but the Bureau state that the reason given did not constitute an emergency or an excuse for the violation.

The Bureau further state that emergencies that excuse violations of the 30 hour week are where conditions are such that they are dangerous to human life. We believe that in future there should be no reason for a violation of the 30 hour week, and every effort should be put forth to avoid such violations. Another point that was called to our attention is that you consider a week to start on Wednesday and limit the labor to the following 7 days.

The Comptroller General has ruled that a week shall be considered to mean a calendar week which starts on Sunday and ends on Saturday night, and that on emergency work employment shall be limited to 30 hours for this period or the calendar week.

On future payrolls use the calendar week instead of the custom which you now use of beginning the week on Wednesday.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

NOTED

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to

R. H. Baldock ✓
Wm. E. Chandler
S. H. Probert
R. A. Furrow
Bureau of Public Roads

#1408

73-a

December 23, 1932

L. H. L. Lumber Co.,
Yamhill
Oregon

Gentlemen:

Acknowledgment is made of the receipt of your letter of December 16, informing us that the claim of J. G. Vincent against Oregon Bridge & Dredging Company has been assigned to you and that it has not been paid.

The job to which you refer is officially designated as State Highway Contract No. 1408 and was awarded by the State Highway Commission to the Oregon Bridge & Dredging Company for the concrete pavement of the Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties.

In connection with said contract, Oregon Bridge & Dredging Company furnished the State with a surety bond for the protection of any and all claims that may be or have been incurred against the project. This bond was written by U. S. Guaranty Company (for which Dooly & Co., is the local resident agent, Board of Trade Building, Portland) and is offered to you for the protection of your bill.

We suggest that you communicate with the representative of the bonding company with regard to your bill and, if satisfactory adjustment is not made thereof, that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed for your further information.

Very truly yours

Secretary

AJ

Yamhill, Oregon. Dec. I6, I932.

Oregon State Highway Department;

Salem; Oregon.

Gentlemen:-

On nov. IOth we accepted an assignment of an account from J.G.Vincent with Oregon Bridge and Dredging Co. for lumber furnished to paving job on Portland- Newberg highway.

The contractor has not paid Mr. Vincent and they refuse to pay us on the grounds that they accept no orders.

We received this order for value received in good faith and with no thought that it would or could be refused.

Would you be so good as to inform us as to our rights in this matter inso far as your department is conserned?

Thanking you in advance.

Sincerely.

L.H.L.Lumber Co.

Guy Haynes

Guy Haynes

RECEIVED
DEC 19 1932
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 17 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 16, 1932 OR 73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Emergency Construction Highway Project E-73.

Under the reopening of 1929 certain sections were regraded and some gravel surfaced. The stationing of the pavement sections in the emergency project does not coincide exactly with the sections previously graded and no work is to be done on the sections previously surfaced with gravel. We would be pleased to have more information in this respect. The status of the project with respect to type of surfacing has become so involved that we have been requested to have you prepare a sheet showing all of the typical sections and noting thereon the stations between which each occurs.

Please note that a clause has been inserted in the agreement obligating the Highway Department to oil treat the gravel surfacing within one year and to construct a higher type on those sections within a reasonable time.

Also enclosed are one copy of the estimate upon which the agreement was based and one copy of the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Revised sheet showing typical section sent
im

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
DEC 5 1932
OREGON
[illegible] ON

December 2, 1932 PR 73

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have just received payrolls submitted by the Oregon Bridge and Dredging Company for Oregon Emergency Construction Highway Projects E-73-A and E-179-A, for the period from Sept. 29 to October 29. These payrolls were submitted by weeks beginning September 29, ending October 5, and for each week following. The weeks used were for each seven days following the date construction started and were not calendar week.

The Emergency Relief Act states that no labor shall be employed for more than 30 hours per calendar week. If this payroll is divided into calendar weeks, it would show a very large number of violations of this law. However, using the weeks as they have listed them, it still shows a considerable number of violations. We have checked two of the weekly payrolls using the weeks as they are listed, and have found the following violations for this period:

E.G.Brandel was employed for 39 hours for the week from September 29 to October 5, and 39 hours for the week from October 6 to October 12.

W. Marchuk was employed for 39 hours for the week from October 6 to October 12.

C. O. Clark was employed for 39 hours for the week from October 6 to October 12.

O. Martinson was employed for 33 hours for the week from October 6 to October 12.

O.P.Malstid was employed 50 hours for the week from October 6 to October 12.

G. Hadley was employed 41 hours for week October 6 to October 12.

J. F. Spriggs was employed 32 hours for week from October 6 to October 12.

Cleat Gill was employed 32 hours for the week from October 6 to October 12.

The following violations of the State 8-hour labor law were also noted:

W. Marchuk, jackhammer man, worked 10 hours on October 10, 11 and 12.

C.O.Clark worked 9 hours on October 11, and 10 hours on October 12.

O.P.Malstid worked 10 hours on October 6, 7, 8, 10, 11 and 12.

James Allison worked 9 hours on October 6.

The following skilled laborers were paid at the rate of 50¢ per hour instead of 60¢ per hour: O. P. Malstid, powder man; James Allison, oiler; and A. B. Culver, jackhammer man.

The contractor should be advised to handle the payrolls on the basis of calendar weeks, and to limit the employment to 30 hours per calendar week; or if he so desires, the payroll may be handled on the basis of one-half a month, the employment still being limited to 30 hours per calendar week.

An inspection of the payroll for the rest of the period indicates that there will be about the same number of violations as there are on the ones we have checked. There are entirely too many violations for such a period. It indicates negligence on the part of the resident engineer, and absolute failure of the contractor to cooperate with the spirit of the Relief Act.

If this condition continues to exist, we will be obliged to recommend cancellation of this contract; and similar steps will be taken in regard to all other projects which show such violations of the labor provisions of the contract.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

Copy sent to contractor
by H. G. Smith

November 28, 1952

Mr. Edw. E. Graff
Broadmead, Oregon

Dear Sir:

Mr. Scott has forwarded to me your criticism of November 22 regarding the road conditions south of Tigard.

Please be advised that this condition was discovered by one of our engineers on the same day that you encountered difficulties, and steps were immediately taken to correct the condition and prevent its recurrence.

Very truly yours

State Highway Engineer

RHB:HI

cc Leslie M. Scott

Mr. Baldock:

Here is the complaint against the contractor near Tigard.

Scot

11-22-32

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

November 22nd,1932.

personally on two occasions
on sense and sincerety. This
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heavy planking would eliminate

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animous opinion to be a fla-

ou and bring you these facts

uly,

Graff

RECEIVED
NOV 28 1932

ack 11-25-32

Broadmead, Ore.

Leslie M. Scott, Chairman
State Highway Commission,
Salem Ore.

November 22nd, 1932.

Dear Sir:-

I have had the pleasure of meeting you personally on two occasions (At S.A.R. meetings) and was impressed by your common sense and sincerety. This opinion has since been confirmed by published accounts of your actions while holding your present position. It is for that reason that I take this opportunity to bring to your attention the following facts.

For the past two or three weeks the highway south of Tigard has been under construction and the contractor has left, over week ends, about two hundred feet of the road in a most outragous condition; so bad in fact that last Saturday I nearly tore the drip pan from my new Plymouth sedan.

I have spoken to several of the residents of this vicinity who have occasion to use this road and they are unanimous in placing the blame on your commission for the affair. A few dollars worth of heavy planking would eliminate the trouble completely.

Furthermore I find considerable criticism re the building this new strip of road as well as that some few miles further south where the new concrete bridge was constructed. The bridge was very necessary but the long piece of new roadway and the one above referred to appear by unanimous opinion to be a flagrant waste of money badly needed elsewhere.

I realize the conditions confronting you and bring you these facts for your information and guidance.

Yours very truly,

Edw. E. Graff

RECEIVED
NOV 28 1932

PR 73a

C
O
P
Y

November 26, 1932.

Mr. Edward F. Graff,
Broadmead, Oregon.

Dear Sir:

Your letter of the 22nd is at hand, relating to the west side highway near Tigard.

This morning I informed the state highway engineer at Salem of your letter and of the alleged neglect of the highway by the contractor, and we shall see that remedies are applied.

The construction which you disapprove, between Tigard and Taylor Ferry bridge, has been demanded by west side communities. Last spring and summer we held back completion of the work, in order to conserve state funds for use elsewhere, but owing to the fact that so much previous work was done and so many leading citizens of the west side wished it finished and we now have opportunity to finish them wholly with Uncle Sam's money, it seemed prudent to let the work go ahead. Besides, owing to the shortness of the time allowed until June 30 to expend the federal money and the readiness of the plans and specifications for immediate use and employment of men, it seemed again a proper place for the federal funds.

I wish to point out that the beginning of this work took place before my advent to the commission. I believe that as a new project, it would not have my approval for the reasons which you cite.

Yours truly,

Signed- L.M.S.

#1408

RECEIVED
NOV 25 1932
OFFICE OF
CONSTRUCTION ENGINEER

OREGON BRIDGE AND DREDGING CO.

BOARD OF TRADE BUILDING
PORTLAND, OREGON

[illegible]
President
O. Ingalls Hall, Jr.
Vice President & General Manager
Raymond J. Huff
Secretary & Treasurer

13-a

November 21, 1932

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

REFERRED TO
H. G. Smith
By State Highway Engineer

Gentlemen:

Re Multnomah County Line-Middleton and
West Dayton-Lafayette Sections of
West Side Pacific Highway Contract.

Unfortunately the weather conditions have been abnormal this year comparable to average conditions at this time of the year over a period of years and we have suffered a time delay of approximately tendays.

We respectfully request that you extend our time this amount on our paving contract.

NOTED
H. G. SMITH

Yours very truly,

OREGON BRIDGE & DREDGING CO.

By O. Ingalls Hall
Manager

OIH-VB

File
other application
filed in Cont.
#1408

We, as Surety, hereby consent to extension of time for completion of work under the above mentioned contract. This consent to extension of time in no way invalidates any of the terms, conditions, or provisions of the Bond executed by the United States Guarantee Company.

ATTEST
G. W. Steidl
Attorney-In-Fact

United States Guarantee Company
By Ferris Smith
Attorney-In-Fact

OREGON BRIDGE AND DREDGING CO.

BOARD OF TRADE BUILDING
PORTLAND, OREGON

H. W. McCurdy
President
O. Ingalls Hall, Jr.
Vice President & General Manager
Raymond J. Huff
Secretary & Treasurer

November 21, 1932

RECEIVED
NOV 25 1932
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

With regard to our contract on the Multnomah County Line-Middleton and West Dayton-Lafayette Section of the West Side Pacific Highway, the job was bid on August 31, 1932 and we were awarded the contract on September 19, 1932, and as it is our policy not to start any work until we have the formal award, we have suffered a loss of time in starting and we wish to have our time extended nineteen days.

It is our understanding that this will not jeopardize the funds and we feel that we are rightfully entitled to this time.

Very truly yours,

OREGON BRIDGE & DREDGING CO.

By O. Ingalls Hall Jr.
Manager

OIH-VB

We, as Surety, hereby consent to extension of time for completion of work under the above mentioned contract. This consent to extension of time in no way invalidates any of the terms, conditions, or provisions of the Bond executed by the United States Guarantee Company.

ATTEST
D. N. Steidle
Attorney-In-Fact

United States Guarantee Company
By Terry Smith
Attorney-In-Fact

FORM 5-A-4 3483 2000 6-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 932

November 3, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Oregon Bridge & Dredging Company,
Board of Trade Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Gentlemen:

It has come to our attention that no men have been taken from Washington County for your Middleton-Multnomah County Line Job. You were advised that 33% of the labor used on this job was to be secured from the Registration Committee in Washington County and it is essential that this ratio of employment be kept.

You are to make such changes immediately as are necessary to secure the required number of laborers from Washington County to bring their quota up to 33% of the total labor used on your project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith
H. G. Smith,
Construction Engineer.

Dictated by

Charles E. Low

CC to R. H. Baldock ✓
R. A. Furrow

Mr. Furrow:

You are to make a thorough investigation and see that the contractor procures men for this job from Washington, Yamhill and Multnomah Counties in the ratio of 33%, 36% and 31% respectively. Such changes as are necessary to secure the required quota from each county must be made immediately.

PR 13a

October 15, 1932

Oregon Bridge and Dredging Co.,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the paving of Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Pacific Highway in Washington and Yamhill Counties.

Very truly yours,

Secretary

AJ

October 4, 1935.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Multnomah County Line-Middleton Section, Emergency Construction Project E-73-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

E. H. Probert,
Office Engineer.

Dict. by J. W. Nash/DM.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Proj. No. E-73-A.

MULTNOMAH COUNTY LINE-MIDDLETON SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 4, 1932.

Statement of Completed Work

Statement of completed work will be submitted upon payment of final voucher.

EMERGENCY WORK - ROADWAY

Concrete Pavement Construction on Sections Originally Paved with Concrete (Sta. 4+75 to Sta. [illegible]; Sta. 166+00 to Sta. 181+00):

4,000	cu. yds.	Excavation, Single Classification	$ 0.40	$ 1,600.00
4,000	yd. sta.	Overhaul	0.03	120.00
6,000	yd. mi.	Truck Haul	0.12	720.00
600	lin. ft.	8" Porous Drain Tile	0.40	240.00
50	cu. yds.	Rock or Gravel Backfill	1.75	87.50
700	sq. yd.	Removal of Old Pavement	0.30	210.00
4,800	" "	Portland Cement Concrete Pavement	1.75	8,400.00
320	lin. ft.	Expansion Joints	0.15	48.00
2,500	" "	Construction Joints	0.03	75.00
250	Only	Dowels	0.16	40.00
4,800	lin. ft.	Tie Bars & Reinforcement	0.04	192.00
460	sq. yds.	Concrete Widening Strips	1.85	851.00
700	cu. yds.	Screened Gravel in Shoulders	1.80	1,260.00
460	" "	Crushed Gravel in Shoulders	2.00	920.00
110	" "	Filler	0.50	55.00
140	yd. mi.	Hauling Filler	0.12	16.80
				$ 14,835.30
		10% Engr. & Cont.		1,483.53
		Total..................		$ 16,318.83

Length 0.798 miles

Cost per mile $20,449.66

Concrete Pavement Construction on Sections Originally Paved with Asphalt (Sta. 119+35 to Sta. 135+50; Sta. 158+25 to Sta. 166+00; Sta. 319+50 to Sta. 330+65; Sta. 331+87 to Sta. 334+00):

500	cu. yds.	Excavation, Single Classification	$ 0.40	$ 200.00
500	yd. sta.	Overhaul	0.03	15.00
80	lin. ft.	12" Concrete Pipe	1.25	100.00
2	cu. yds.	Class "J" Concrete	20.00	40.00
5,000	cu. yds.	Compacting Existing Embankments	0.05	250.00
700	sq. yds.	Removal of Old Pavement	0.30	210.00
16,000	sq. yds.	Portland Cement Concrete Pavement	1.75	28,000.00
1,130	lin. ft.	Expansion Joints	0.15	169.50
8,400	lin. ft.	Contraction Joints	0.03	252.00
850	Only	Dowels	0.16	136.00
6,200	lbs.	Tie Bars & Reinforcement	0.04	248.00
1,100	cu. yds.	Screened Gravel in Shoulders	1.80	1,980.00
760	cu. yds.	Crushed Gravel in Shoulders	2.00	1,520.00
180	cu. yds.	Filler	0.50	90.00
220	yd. mi.	Hauling Filler	0.12	26.40
				$ 33,236.90
		10% Engr. & Cont.		3,323.69
		Total................		$ 36,560.59

Length 1.349 miles

Cost per mile $ 27,101.99

Gravel Surfacing, Replacing Concrete Pavement: (Sta. 4+00 to Sta. 4+75):

60	cu. yds.	Screened Gravel in Surfacing	$ 1.80	$ 108.00
30	" "	Crushed Gravel in Surfacing	2.00	60.00
10	" "	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.12	1.20
				$ 174.20
		10% Engr. & Cont.		17.42
		Total................		$ 191.62

Length .014 miles

Cost per mile $ 13,687.14

Gravel Surfacing, Replacing Asphalt Pavement (Sta. [illegible] to [illegible]; Sta. [illegible] to [illegible]; Sta. 137+00 to [illegible]; Sta. [illegible] to Sta. [illegible]):

480	cu. yds.	Screened Gravel Surfacing	$ 1.50	$ 720.00
250	cu. yds.	Crushed Gravel Surfacing	2.00	500.00
60	cu. yds.	Filler	0.50	30.00
80	yd. mi.	Hauling Filler	0.12	9.60
			Sub-total	$ 1,259.60
			10% Engr. & Cont.	125.96
			Total	$ 1,385.56

Length 0.124 miles

Cost Per mile $ 11,173.87

Rock Creek Bridge:

200	sq. yds.	Removal of Old Pavement	$ 0.30	$ 60.00
All	Required	Removal of old Trestle		650.00
70	Only	Pull Old Piling	4.00	280.00
			Sub-total	990.00
			10% Engr. & Cont.	99.00
			Total	$ 1,089.00

Length 120 ft. .023 miles

SUMMARY

Item	Total Cost	Federal Aid Requested		[illegible] Funds Requested
Roadway:				
Concrete Pavement replacing Conc. Pavmt.	$ 16,318.83	$ 4,895.64	(30%)	$ 11,423.19
Concrete Pavement replacing Asphalt Pavmt.	36,560.59	10,968.18	(30%)	25,592.41
Sub-total	$ 52,879.42	$ 15,863.82		$ 37,015.60
Gravel Surfacing replacing Conc. Pavmt.	$ 191.62	$ 57.48	(30%)	$ 134.14
Gravel Surfacing replacing Asphalt Pavmt.	1,385.56	415.67	(30%)	969.89
Sub-total	$ 1,577.18	$ 473.15		$ 1,104.03
Total, Roadway	$ 54,456.60	$ 16,336.97		$ 38,119.63
Bridges:				
Rock Creek Bridge	$ 1,089.00	$ 326.70		$ 762.30
Total, All Work	$ 55,545.60	$ 16,663.67		$ 38,881.93

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920

" " " Maint.: Chap. 41, laws 1927.

OR 73-a

September 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In your letter of September 17th, in regard to the Multnomah County Line-Middleton Paving Work (F. A. Project E-73-A) you suggest that some arrangement be made for the oiling of the crushed gravel connections between the old and new units of pavement.

We are in hopes that we will be able to finance the construction of the bituminous portions of this paving project during the 1933 season, in which event it will not be necessary to oil the crushed gravel connections which are being placed as a part of the present concrete paving work. In case the bituminous portions of the paving cannot be constructed next year, arrangement for the oiling of the connections will be made.

Owing to the uncertainty involved in this situation, we presume that it will not be desirable to include the oiling of the connections in the agreement estimate. The oiling work can be included, however, if you should consider it necessary.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
SEP 19 1932
OREGON
STATE HIGHWAY COMMISSION

Sept. 17, 1932.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Middleton - Mult. Co. Line, Paving

Dear Sir:

Re: Oregon Emergency Construction Hwy. Proj. E-73-A

Plans, specifications and estimates for above Oregon Emergency Construction Highway Project are today being recommended for approval.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer; and also that no payment on such work done prior to the execution of the project agreement will be made until, and unless, the agreement is executed.

Baldock
Will this be paved next year?

We believe the agreement estimate, when submitted, should include, either as participating or non-participating items, the oiling of crushed gravel connections between old and new paving. We do not believe this should be left loose.

The preliminary estimate shows an item of $16,287.64 for two types of roadway. This should be segregated in the agreement estimate.

This is to advise you of our concurrence as of this date in award of contract to Oregon Bridge and Dredging Company, the low bidder.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

l

August 29, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed ten copies of supplemental provisions relating to the proposed paving work to be done on the Multnomah County Line-Middleton Section, Project E73-A, and the West Dayton-Lafayette Section, Project E179-A. The headings under which these provisions appear are as follows:

1. Concrete may be mixed in transit.
2. Delayed finishing required.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

CONCRETE MAY BE MIXED IN TRANSIT

The concrete to be used in the construction of the pavement may be mixed in transit provided the following conditions are complied with:

1. The mixing and transporting equipment shall be of a type and kind proved by extensive actual use and recognized as suitable and satisfactory for work of the kind proposed to be done. The mixer shall be of the revolving drum type and the volume of the drum shall be at least double the volume of the batch to be mixed in it. Each piece of the equipment shall be sound and in good working condition.

2. The aggregates shall be proportioned at a central proportioning plant, and the measuring and batching of the materials shall be performed in complete accordance with the specifications for "measuring and batching" given in the standard specification.

3. All batches shall be of the same size, except as otherwise permitted by the engineer, and no mixer shall be used, the rated capacity of which is less than the size of batch adopted for use.

4. The means of measuring the water shall be fully as accurate as specified for street mixers, and the water control must be made satisfactory to the engineer.

5. The introduction of the water into the mixer shall be made at such time and in such manner as is approved by the engineer.

6. The introduction of the cement into the mixer shall be made in a manner approved by the engineer.

7. The mixing period shall be not less than two (2) minutes per cubic yard of aggregate in the batch, and the mixing drum shall revolve at least twenty times per cubic yard of aggregate in the batch. Longer mixing time and a greater number of drum revolutions may be required if considered necessary by the engineer to produce a thoroughly mixed batch having uniform consistency and uniform distribution of materials throughout.

8. After the mixing of a batch is started, the mixer shall not be stopped until the batch is completely mixed and deposited, or if it is stopped, shall be started and operated for at least one minute immediately before the batch is deposited.

9. Each batch shall be deposited on the subgrade in such manner as to require as little shoveling and spreading as possible.

10. If the depositing and spreading of the concrete results in any segregation of materials, the spreading shall be done through a suitable spreader box riding on the side forms.

11. A subgrade planer of a type approved by the engineer shall be provided to take the place of the planer which is usually drawn behind the street type of mixer.

12. Precautions shall be taken to prevent the heavy mixing and hauling equipment from roughening, rutting or otherwise damaging the subgrade. If damage to the subgrade is not prevented in some other manner, the subgrade shall be planked, the planking being done in a manner approved by the engineer.

13. The contractor shall comply with whatever other requirements the engineer may find it necessary to stipulate in order to insure results from the transit mix method of pavement construction that are as good in all respects as the results obtainable by the street mixer method.

The proportioning and mixing of the concrete shall be understood to be operations which are to be performed by the contractor with his own forces. The purchase of proportioned materials or of mixed concrete will not be permitted.

The contractor shall be liable for any patent infringement that may be involved in either the methods or the equipment used.

DELAYED FINISHING REQUIRED

The pavement to be constructed under this contract shall be finished by what is called "delayed finish" methods, which methods are as described in the following paragraphs, it being understood that those paragraphs are to supercede and take the place of those provisions which appear in the standard specification under the sub-heading "Transverse Floating", "Straightedging" and "Final Smoothing and Brooming".

After the concrete has been struck off and compacted, the coarse aggregate shall be worked down from the surface of the concrete by the use of a "porcupine" roller, operated by one man. This is a light, metal roller having projecting prongs so spaced as to accomplish the desired purpose. This roller will be furnished by the State without cost to the contractor.

Following rolling, the surface of the concrete shall be floated with the standard rigid float from sixteen to eighteen feet in length, which, in cross-section, has the form of an inverted "T", the base portion being a 2" x 6" plank and the vertical leg being a 2" x 8" plank. This float shall be placed on the concrete parallel to the centerline and shall be operated with a combined longitudinal and transverse motion to plane off the high places and to fill in the depressions. The surface shall then be finished smooth and true to grade with wooden straight edged floats not less than 10' long, 1" thick and 6" wide, ribbed with a 2" x 6" stiffener, these floats to be placed on the concrete parallel to centerline and moved transversely across the pavement.

At least three series of straight edged floatings will be required, the last being with a float constructed as previously described except that its front and back edges shall be faced with suitable angle iron so embedded in the wood as to form a smooth face with the bottom of the float. This last floating shall not be done while the concrete is soft, but shall be delayed until the concrete has reached such stage in its setting as the engineer may order. The floating shall be more in the nature of a scraping than in the nature of a floating.

The final or "delayed" stage of floating shall be done to remove any high places and to remove all tool markings. It is the intent of this specification to remove all surface irregularities in the concrete, regardless of the magnitude of their deviation from true surface. Scrapings from the final floating shall be removed from the pavement and the edges of the panels trued up with an edging tool if necessary. If required by the engineer, a light spray of water shall be applied immediately following the final floating to leave the surface with a uniform appearance. Brushing or brooming will not be required under this method of finishing.

Initial edging of the joints shall be performed in accordance with the standard specifications immediately following the first 10' straight edged floating. If necessary in order to keep the joints open, the joints shall be filled temporarily with wood fillers.

E 13A

August 27, 1932

Mr. Theodore Arens,
516 Guaranty Building,
Portland, Oregon.

Dear Sir:

When we wrote to you on August 23rd relative to the use of hand or team labor methods in connection with the excavation work to be performed in connection with the proposed paving of the Multnomah County Line-Middleton and West Dayton-Lafayette Sections of the West Side Highway, we were under the impression that all of the excavation would be in earth material. We are informed now, however, that at least a part of the material in the big cut near Tigard will be rock excavation. We are therefore writing to you to advise that the use of a power shovel in the excavating of the rock material will be permissible under the specifications. A power shovel cannot, however, be used in the excavation of any earth material.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:BK
cc Mr. F. B. Eason,
Mr. E. G. Smith,
Office.

August 23, 1932.

Mr. Theodore Arenz,
516 Guaranty Building,
Portland, Oregon.

Dear Sir:

We have your letter of August 20th. This will advise that the provision of the specifications for the proposed paving work on the West Side Highway which reads "hand or team labor methods shall be used for excavating of earth material" applies to all of the 5,000 cubic yards of excavation, single classification involved in the project.

The material may be hauled in trucks, ~~and~~ but it will be necessary to excavate and load the material by means of teams or hand labor.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EK

516 Guaranty Bldg., Portland, Oregon,
August 20, 1932.

Mr. S. H. Probert, Office Engineer,
State Highway Commission,
Salem, Oregon.
Dear Sir:

In re- Multnomah CountyLine Middleton and West LaFayette Section
West Side Highway, 2.1 miles concrete pavement.

On page No. 18 there is a provision which reads as follows:

"Hand or team labor methods shall be used for excavating all earth material".

Does this apply to Item 1. page 9, Excavation, Single Classification 5000 cu. yds, and item 2 Overhaul. Or will the contractor be permitted to use power shovel and trucks for the moving of this material.

Yours very truly,

Theodore Arenz

Theo. Arenz.

PR E 73 A

Oregon State Highway Department   Emerg. Constr. Proj. No. E-73-A

MULTNOMAH COUNTY LINE-MIDDLETON SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN WASHINGTON COUNTY

(Estimate accompanying paving specifications. Not as basis for project agreement)

Salem, Oregon, August 26, 1932

Statement of Completed Work

Statement of completed work will be submitted upon payment of final voucher.

EMERGENCY WORK - ROADWAY

Concrete Pavement Construction on Sections originally Paved with Concrete (Sta. 4+75 to 33+00; Sta. 166+00 to 181+00)

4,000	cu. yd.	Excavation, single classif.	$ 0.50	$ 2,000.00
4,000	yd. sta.	Overhaul	0.02	80.00
6,000	yd. mi.	Truck Haul	0.15	900.00
600	lin. ft.	8" Porous Drain Tile	0.20	120.00
50	cu. yd.	Rock or Gravel Backfill	1.50	75.00
700	sq. yd.	Removal of Old Pavement	0.30	210.00
4,800	sq. yd.	Portland Cement Concrete Pavement	1.80	8,640.00
320	lin. ft.	Expansion Joints	0.18	57.60
2,500	lin. ft.	Contraction Joints	0.06	150.00
250	each	Dowels	0.25	62.50
4,800	lin. ft.	Tie Bars and Reinforcement	0.05	240.00
460	sq. yd.	Concrete Widening Strips	2.50	1,150.00
700	cu. yd.	Screened Gravel in Shoulders	1.25	875.00
460	cu. yd.	Crushed Gravel in Shoulders	1.25	575.00
110	cu. yd.	Filler	0.40	44.00
140	yd. mi.	Hauling Filler	0.15	21.00
				$ 15,200.10
		10% Engr. & Cont.		1,520.01
		Total		$ 16,720.11

Length	0.798 miles
Cost per mile	$ 20,952.51

Concrete Pavement Construction on Sections originally Paved with Asphalt (Sta. 119+30 to Sta. 133+50; Sta. 138+25 to Sta. 166+00; Sta. 283+50 to Sta. 310+65; Sta. 331+87 to Sta. 334+00)

500	cu. yd.	Excavation, single classif.	$ 0.50	$ 250.00
500	yd. sta.	Overhaul	0.02	10.00
80	lin. ft.	12" Concrete Pipe	1.50	120.00
2	cu. yd.	Class "C" Concrete	20.00	40.00
5,000	cu. yd.	Compacting Existing Embankments	0.02	100.00
700	sq. yd.	Removal of Old Pavement	0.30	210.00
16,000	sq. yd.	Portland Cement Concrete Pavement	1.80	28,800.00
1,130	lin. ft.	Expansion Joints	0.18	203.40
8,400	lin. ft.	Contraction Joints	0.06	504.00
850	only	Dowels	0.25	212.50
6,200	lbs.	Tie Bars & Reinforcement	0.05	310.00
1,100	cu. yd.	Screened Gravel in Shoulders	1.25	1,375.00
760	cu. yd.	Crushed Gravel in Shoulders	1.25	950.00
180	cu. yd.	Filler	0.40	72.00
220	yd. mi.	Hauling Filler	0.15	33.00
				$ 33,189.90
		10% Engr. & Cont.		3,318.99
		Total		$ 36,508.89

Length 1.349 miles
Cost per mile $ 27,063.66

Gravel Surfacing Replacing Concrete Pavement (Sta. 4+00 to Sta. 4+75)

60	cu. yd.	Screened Gravel in Surfacing	$ 1.25	$ 75.00
30	cu. yd.	Crushed Gravel in Surfacing	1.25	37.50
10	cu. yd.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.15	1.50
				$ 118.00
		10% Engr. & Cont.		11.80
		Total		$ 129.80

Length .014 miles
Cost per mile $ 9,271.42

Gravel Surfacing Replacing Asphalt Pavement:
(Sta. 118+00 to 119+30; Sta. 133+50 to 136+00;
Sta. 157+00 to 158+25; Sta. 282+00 to 283+50)

400	cu. yd.	Screened Gravel Surfacing	$ 1.25	$ 500.00
250	cu. yd.	Crushed Gravel in Surfacing	1.25	312.50
60	cu. yd.	Filler	0.40	24.00
80	yd. mi.	Hauling Filler	0.15	12.00
				$ 848.50
		10% Engr. & Cont.		84.85
		Total		$ 933.35

Length 0.124 miles
Cost per mile $ 7,527.01

Back Creek Bridge:

200 sq. yd.	Removal of Old Pavement	$ 0.30	$ 60.00
All Required	Removal of Old Trestle		600.00
70 only	Pull Old Piling	2.50	175.00
			$ 835.00
	10% Engr. & Cont.		83.50
	Total		$ 918.50

Length 120 ft. .023 miles

SUMMARY OF EMERGENCY WORK

Total Cost of Roadwork	$ 54,292.15
" " " Bridgework	918.50
" " " Emergency Work	$ 55,210.65
Regular Federal Aid Requested, Roadwork	$ 16,287.64
" " " " Bridgework	275.55
Total Regular Federal Aid Requested	$ 16,563.19
Emergency Constr. Funds Requested, Roadwork	$ 38,004.51
" " " " Bridgework	642.95
Total Emergency Constr. Funds Requested	$ 38,647.46
Length of Emergency Roadwork	2.285 miles
" " Rock Creek Bridge	.023 "
Total length of new work	2.308 miles

E-73-a

August 26, 1932.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying paving specifications for the Multnomah County Line-Beaverton Section Emergency Project No. E-73-A. Five blueprint copies of the plan showing the paving details and five bid proposals are being sent under separate cover. Blueprint copies of Sheet No. 2 of the plans which is being revised to show the typical section for those portions of the project on which gravel surfacing is to be constructed will be sent tomorrow.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict.by J. W. Nash/EK
Incls.

CONTRACT #1409, 1454,

PR 154-D Wingville Lane-Baker Sec. 1932
1409
1454

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.____________

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon E.C.H.P. E-154-D, submitted in the amount of $7,794.96.

The cost on which Federal Aid is computed for Type II should be $19,781.00. This reduces the total amount of Emergency Construction Highway Funds claimed to $49,708.44, and similarly, the amount of the final voucher to $7,794.95.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

J 21

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon E.C.H.P. E-154-D, submitted in the amount of $7,794.96.

The cost on which Federal Aid is computed for Type II should be $19,781.00. This reduces the total amount of Emergency Construction Highway Funds claimed to $49,708.44, and similarly, the amount of the final voucher to $7,794.95.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

J 21

January 6, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $7,794.96, for the Wingville [illegible] Section, Project No. E-134-D.

The constructed length is the same as given on the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Rash/ER

J 21

[illegible]

Commissioners
Leslie M. Scott, Chairman, Portland
Carl G. Washburne, Eugene
E. B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

154-D

October 26, 1935.

In Reply Please
Refer to File No.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In view of the dissatisfaction of the Northwest Roads Company with their price agreement for installation of tile drains in Baker on the Wingville-Lane-Baker Section, we have decided to revise the prices in keeping with the difficulty of doing the work, and the revised price agreement #1 is hereby submitted for the signatures of yourself and Resident Engineer.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM D-A-1 10168 10M 7-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1540

OREGON STATE HIGHWAY COMMISSION
SALEM

October 19, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Northwest Roads Company,
Portland, Ore.

Attention - Mr. Shoemaker.

Dear Sir:

I am attaching revised price agreement #1 Wingville Lane-Baker Section to conform to our conversation of some time ago. I must apologise for not sending this sooner but I was laid up with an infected foot and the matter was overlooked.

This need not delay your acceptance of the final estimate. Please sign and return the voucher for the final estimate in the usual manner. This adjustment can then be handled as a sub-final.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

September 30, 1933

R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 3 - 1933
OREGON
STATE HIGHWAY [illegible]

Dear Sir:

Final inspection of Oregon E-154-D Wingville Lane-Baker Section, Old Oregon Trail ______________, was made by a representative of this office on September 8, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By A A Benedict
Asst. Highway Engineer

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1545

OREGON STATE HIGHWAY COMMISSION
SALEM

September 15,1933.

IN REPLY PLEASE REFER TO FILE NO.

Northwest Roads Company,
P. O. Box 5072,
Portland, Oregon.

Attention - Mr. Shoemaker

Dear Sir:

Your attention is called to the conclusions in your letter of August 31st, subject Contract #1454, in which you state that you make claim for extra compensation which you will discuss personally with me.

I appreciate that all contractors are unusually busy bidding and estimating jobs now but it is desirable to "final out" the job as soon as possible, so that any personal discussion should be arranged for immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

OTED

FORM 8-A-1 8761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-D

OREGON STATE HIGHWAY COMMISSION
SALEM

September 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Please note detailed request of the Northwest Roads Company for additional compensation on the price agreement #1 Contract #1454. A carbon copy of their letter was apparently sent you.

This report should discuss the cost of excavation, with reference to the difficulty of doing the work in comparison with estimated cost at the price quoted.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

#1454

154-D

OREGON STATE HIGHWAY COMMISSION

September 6, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1454 for the construction of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 16, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $45,381.75 including the final payment. Of this amount $120.78 was for force account work.

Very truly yours,

Secretary.

Dist. by J. McFarland.

FORM 2-A-1 9700 10M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

154 D

August 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

With regard to mixed-in-transit concrete, I beg to advise that this method was used on the Baker City project as a trial, at the request of the Northwest Roads Co.

It was found that these mixes do not produce a uniform grade of the dry concrete that is necessary for paving work, and that a mix consistently uniform cannot be made comparable to that produced by a standard paving mixer.

A great deal of study and effort has been given to concrete pavement during the past year, in order that our pavements can compare in smoothness with those of any other state. We are handicapped by the very small amount of concrete pavement laid annually in Oregon, in that the workmen and inspectors have intermittent training for only short periods; therefore, it is very inadviseable to add the further handicap of uncertain mix, which diverts a large portion of the inspectors time, as the mixing is done in several units.

I believe that we have made a marked improvement in the riding qualities of our pavement in the past year and further improvement is possible; but we should not dissipate our energies by expermenting with a mixer and method that is not yet adapted to paving work.

Very truly yours,
H G Smith
H. G. Smith
Construction Engineer

HGS: b

State Highway Engineer
NOTED

FORM 3-A-1 8760 10M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

154D

August 21, 1933

IN REPLY PLEASE REFER TO FILE NO.
B

Mr. R. H. Baldock,
State Highway Engineer,
Office

Re: Transit Mixers

NOTED
State Highway Engineer

Dear Sir:

Conclusions in the use of transit mixers on the Wingville Lane-Baker project follow:

1.- Due to the shape of mixer, or blades therein, or both, the material entering the drum first does not efficiently mix with the material entering last.

The first six or seven dumps showed very bad segregation. Various methods were tried to overcome this. The only one which gave success at all was to regulate the feeding of the aggregate and cement into the mixer so that they entered in the correct proportions.

2.- Mixing time must be not less than 10 minutes, or the equivalent of 130 to 150 revolutions. (This was admitted by Porter Yett in my presence.)

Various mixing times were tried out, from 5 minutes to about 20 minutes. Itwas concluded that 10 minutes should be the minimum time for mixing.

3.- The head of water in the tank is insufficient to obtain an even distribution of water through the pipe in the mixer.

Inspector Newell informed me that it required about 5 minutes for the water to enter the drum due to insufficient head.

4.- Dry mixes, such as our paving mixes, cannot be efficiently mixed. Especially is this true in hot weather where the absorption of heat by the metal drum adversely effects the mix contained therein, necessitating the use of additional mixing water. This in turn calls for more cement to maintain strength.

Very truly yours,

N. M. Finkbiner

N. M. Finkbiner
Engineer of Materials

NMF:H

FORM 3-H-1 5970 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 29, 1933.

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 31 1933
OREGON
COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

With reference to your letter requesting more information in regard to the claim of the Northwest Roads Company for $72.38, which claim covers moving of mineral aggregate from the City of Baker yards to the State owned stock pile on the Wingville Lane-Baker Section. This rock was hauled from the city yards and repiled on the State site in order that one shovel could handle the loading of all aggregate. Both, 3/4"-1/2" and 1/2"-1/4", were being placedon the road simultaneously and it was necessary that the stock piles containing different size aggregate be in close proximity if they were to be loaded with one piece of equipment.

If you feel this is a just claim I will prepare an extra work order covering the moving of the rock from the one stock pile site to the other.

Very truly yours,

WCWilliams

Division Engineer

WCW:OW

cc R. H. Baldock.

FORM 2-A-1 6761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-B

OREGON STATE HIGHWAY COMMISSION
SALEM

July 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED

Dear Sir:

In regard to the claim of the Northwest Roads Company for $72.38, beg to advise that under ordinary circumstances there would seem to be no reason for approving this bill as the specifications merely state that the aggregate will be furnished in stock piles in the vicinity of the work, but some question has arisen as to the statement of Mr. Horton. He states "It was agreed upon that it would be necessary to move the required amount of key rock from the stock pile located at the city of Baker yards to the one which we were operating."

Under ordinary circumstances they merely would have hauled from the city of Baker stock piles, and it is not clear whether they did, or whether it is necessary to remove the material from the city of Baker stock pile and repile it on our own stock pile site. The circumstance is rather unusual and should be considered further before positive decision is made.

Will appreciate hearing from you further in the matter.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock

H. G. Smith,
Construction Engineer.

#1454

1545

July 25, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Northwest Roads Company on contract No. 1454 for the construction of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County. This payment will be made on or after August 4, 1933.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dist. by J. McFarland.

FORM 5-M-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

15425

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 24, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

NOTED
Asst. Highway Engineer

Dear Sir:

I am enclosing a copy of a letter from the Northwest Roads Company in which they make a claim for $72.38 covering the cost of securing rock from a stock pile located at a different point than the balance of the rock used for the Wingville Lane-Baker Oiling Project.

It does not appear to me that they are entitled to extra compensation as it is not specifically stated in the contract that the mineral aggregate will be located at any particular point. The contract simply stated that aggregate is to be secured from State owned stock piles in the vicinity of the work.

However, before rendering adverse report on their claim, I prefer to have some discussion from you as to your views on the claim. The Northwest Roads Company were paid for the additional haul involved in securing the rock from the stock pile mentioned.

Very truly yours,

W C Williams
Division Engineer.

WCW:OW
Encl.

cc R. H. Baldock.

1933

FORM [illegible] 500 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

#1409

154 d

July 21, 1933.

RECEIVED
JUL 24 1933
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer

Dear Sir:

Replying to yours of July 19th with reference to extension of time to Dunn & Baker on their contract No.1409, Wingville Lane-Baker Section, I am enclosing a copy of my letter to you under date of June 3rd, which letter gives my recommendations in regard to the time extension.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encl.

#1409

154-d

June 2, 1933

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

We are handing you herewith copy of application of Dunn & Baker for an extension of time on their contract No. 1409 - Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

Please advise us of your recommendation in connection with granting this extension.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

June 20th
Williams advised

UNN, PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

May 31, 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We hereby wish to ask for an extension of time up to and including May 20th, on the Wingville Lane-Baker Contract #1409. This will make the completion date May 20th, instead of March 24th, as designated in our Contract.

Our reason for requesting the additional time is that rain caused the quarry to become muddy, and the rock was unsuitable and impossible to screen until the recent dry weather.

Very truly yours,

DUNN & BAKER

By J. M. Baker

File

Original in Cont

JMB:LAF

Requested extension consented to.

FIDELITY AND DEPOSIT COMPANY OF MARYLAND,

By

June 1 1933 Attorney in Fact.

FORM S-M-1 5979 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154d

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 21, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

In connection with the Wingville Lane-Baker Paving and Oiling Project, I am submitting herewith Extra Work Orders 1,2,and 3, and Price Agreements No. 2 and 3.

The Extra Work Orders cover work of a minor nature and each order is self-explanatory.

Price Agreement No. 2 covers the barreling of 2700 gallons of No. 3 road oil which was left over upon completion of oiling work.

Price Agreement No. 3 covers the furnishing and hauling of gravel embankment necessary to bring the subgrade to suitable crown and grade for the placing of concrete pavement. This additional material was necessary on account of the severe failure of the subgrade due to frost action during the past winter. At the time the contractor placed his bid on the job it did not appear that it would be necessary to haul in additional material. After the grade had gone through the winter, however, it was necessary to bring in the added material, and the contractor should be allowed the compensation for the work which he had not contemplated.

These Price Agreements and Work Orders do not require additional authorization of funds for the project.

Very truly yours,

NOTED
State Highway Engineer

Division Engineer.

RECEIVED
JUL 24 1933
OREGON
STATE HIGHWAY COMMISSION

WCW:CW
Encls.
cc R. H. Baldock.

July 19, 1933

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Reference is made to our letter of June 2 requesting your recommendation in connection with the granting of an extension of time to Dunn & Baker on their Contract No. 1409, Wingville Lane-Baker Section.

Will you kindly forward us your recommendation so that this application may be presented to the State Highway Commission?

Very truly yours

Secretary

JM:AJ

FORM 5-M-1 8670 5M 10-32

Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154 D

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 17, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUL 18 1933
OREGON
STATE HIGHWAY COMMISSION

NOTED

Attention: Mr. H. G. Smith

Dear Sir:

I have your letter of July 14th, to which is attached a note signed by J. J. Walton relative to oiling on the Wingville Lane-Baker Section.

This matter was brought to my attention before the report was mailed and I investigated the situation on the ground. I found that due to the extremely hot weather prevailing at that time, that the .004 spready of $\frac{1}{4}$"-0" aggregate was not sufficient to adequately cover the .2 shot of cutback, and I permitted an increase of .001 making a total of .005 applied. The work is now completed and appears to be entirely satisfactory.

Very truly yours,

W C Williams

Division Engineer.

WCW:CW

cc R. H. Baldock.

FORM S-4-1 6000 5M 5-33

Commissioners

LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

154-B

July 14, 1933.

In Reply Please
Refer to File No.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

A note, copy of which is attached herewith, was received in this office with daily oiling report from the Wingville Lane-Baker Section and no doubt was intended for your office; at least it should receive your consideration as we would not care to modify such detailed specifications as those pertaining to the oiling without the recommendation of the Division Engineer.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

COPY

H. G. Smith,
Construction Engineer.

HGS/H

State Highway Engineer
NOTED

CC to
R. H. Baldock ✓

Attention:

Have found the .004 spread of ¼-0 to be an inadequate quantity of mineral aggregate to cover a .2 shot of cut-back. This shot of cut-back builds up to as high as 3/8 inch thickness which is obviously out of keeping with a ,004 spread. The weather being what it is in this locality the quantity is inadequate when one considers the ultimate quality of the pavement or bears any regard for the traveling public.

(Signed)

J. J. Walton

COPY

Form [illegible]

[illegible]EGO[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 8, 1933

Section Wingvillelane-Bake

Kind of work Paving & Oiling

Highway Old Oregon Trail

Section prefix 1P.S. 154 D

Contractor NorthWest Roads Co.

Contract number 1454

Date of contract December 27, 1932

Date of completion June 15, 1933

Date work started May 17, 1933

Estimated date of completion July 15, 1933

Amount of contract $45162.80

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $45162.80

Per cent of contract completed, based on total contract price 86 %

Engineering costs to date, $2000.00, 4.5 %

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Approximately 55 ton of oil was used in 1.3 mile of surface Mix on 1¼ inch lift. The shoulder on Elm street was completed today.

The pavement on 10th street was opened to traffic July 1.

32 men worked this week 21 of whom are classed as skilled and 11 as unskilled.

The weather has been Fair & warm.

NOTED
State Highway Engineer

RECEIVED
JUL 10 1933
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. W. LIBBY

H. J. Miller
Fld Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				5.6	0.98
Miles partially completed				5.6	
Miles completed					0.98
Total estimated quantities					12,000 s.y.
Estimated quantities moved or placed to date					11,710
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				6	
Average force on project for week				32	

Percentages of men employed on contract to be secured from:

Baker County, 54 %; Union County, 35 %; Multno County, 11 %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Baker COUNTY	Union COUNTY	Multno COUNTY	COUNTY	OTHER SOURCES		
Men	6	2	3		16	5	32
Men and teams	—	—	—		—	—	—
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers 1, tractor drawn blade,
1 Horse " "

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair/Warm		
Monday	"	12	layed of for the 4th
Tuesday	"	12	4th of July.
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

1545

July 8, 1933

Mr. E. J. Miller
Highway Resident Engineer
Baker, Oregon

Dear Sir:

There appears to be some misunderstanding in regard to the submission of the different reports on the Wingville Lane-Baker Oiling contract No. 1454.

The "Oiling Cost Summary" (Form 272) should be submitted only once for each specification on each contract. It should be, as the name indicates, a summary of the work on that unit showing the limits of the work, all the oil and all of each size of aggregate.

The "Daily Oiling Report" (Form 252) is correct as submitted, excepting the "Graphic Record of Progress to Date." This record should show a graph of all the work done on the contract and should grow day by day as more treatment is applied. Also, each lift or course should be shown with a different colored pencil line paralleling the black form line and labeled to indicate the lift or course which it represents.

The "Weekly Oiling Report" is correct as submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by D. G. DeHart/EP

cc W. C. Williams

#1409

154-D

July 3, 1933

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1409 for the construction of the Wingville-Lane Baker Section of the Old Oregon Trail in Baker County has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 13th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $53,791.37 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

June 20, 1933

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to our letter of June 2nd requesting your recommendation in connection with the granting of an extension of time to May 20th on the Dunn & Baker Contract No. 1409 - Wingville Lane Baker Section.

On May 29th we also requested that you advise us of your recommendation in connection with the granting of an extension of time of sixty days on the Newport Construction Company contract No. 1427 - Umatilla-Washington State Line Section.

Will you kindly advise us regarding the above so that the matter can be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1409

154D

June 17, 1935

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Dunn & Baker on contract No. 1409 for the construction of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County. This payment will be made on or after June 27th, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1454

June 13, 1933

Union Oil Company of California,
Yeon Bldg.,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of June 12th concerning the Northwest Contract Company.

Please be advised that the above firm have state highway contract No. 1454 which is known as the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County. This contract consists of paving and oiling. The amount of the contract is $48,300.80. The bond furnished was written by the United States Fidelity & Guaranty Company for whom C. O. Price, who has offices in the Porter Bldg., Portland, Oregon, is resident agent. The completion date of the contract is July 15th, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1454

LH - 780
C-31-B

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

June 12, 1933.

RECEIVED
JUN [illegible] 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: NORTHWEST ROADS CO.
Portland, Oregon.

It is our understanding that the Northwest Roads Company has been awarded a contract for paving and oiling a highway in the vicinity of Baker, Oregon. We anticipate supplying this concern with petroleum products and will therefore thank you to furnish us with complete description of the job, the name of the bonding company's agent, etc.

Inclosed you will find self-addressed stamped envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer.

District Manager.

LH R
Inc.

FORM 9-M-1 5979 2M 10-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1545

June 12, 1933.

IN REPLY PLEASE
REFER TO FILE NO. . . .

JUN 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

Herewith Semi-Final estimate on the Wingville Lane-Baker Section, contract No. 1409, the work on this section having recently been completed by Dunn & Baker, General Contractors.

In support of this estimate the following records are being forwarded to you by express:

1	Book of Level and Transit Notes.
1	Book Cross Section Notes
1	Book Structures and Stockpile Notes
1	Book gravel pit stripping notes
1	Book material receipt book and stockpile summaries
1	Book computation sheets
1	Book platted sections
2	Rolls gravel pit stripping platted sections
1	Chart showing haul distances from pits
1	Mass diagram
1	Profile
1	800 ft. scale map
141	Material receipt books
1	Index and summary of project.

State Highway Engineer

It will be noted that crushed rock and gravel maintenance materials were secured from two sources. Due to the inability to secure sufficiently large gravel at the old fair grounds gravel pit for crushing 1¼" material, it was necessary to crush rock from the city pit to secure the contract amount, and a total of 1204.12 cubic yards of 1¼"-3/4" material and 524.15 cubic yards of 3/4"-1/2" material was produced and stockpiled from the city quarry, and haul on this material was allowed the contractor as he was unable to secure suitable material from the pit we had designated.

Very truly yours,

Division Engineer.

WCW:CW
Encl.
cc R. H. Baldock

#1454

June 8, 1925

Mr. W. C. Williams,
Division Engineer,
La Grande, Oregon.

Dear Sir:

Please find enclosed copy of a letter from the Northwest Roads Company and the United States Fidelity & Guaranty Company, requesting an extension of time of 30 days on Contract No. 1454 - Wingville Lane-Baker Section.

Kindly advise us of your recommendation in connection with the granting of this extension so that the matter may be presented to the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1454

1545

Copy

May 20th, 1933.

R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission
Salem, Oregon.

Attention H. G. Smith, Construction Engineer.

Dear Sir: SUBJECT: WINGVILLE LANE - BAKER SECTION

Due to unfavorable weather condtions in Eastern Oregon it was the wish of the Oregon State Highway Commission that the start of concrete paving be delayed beyond the time Northwest Roads Company had planned to start.

We hereby make formal request for extension in the completion date of our contract.

Very truly yours,

NORTHWEST ROADS COMPANY

By
Theodore Shoemaker
President

TS/E

May 27th, 1933.

MAY
STATE HIG[illegible]

U.S. Fidelity & Guaranty Co.,
Porter Building,
Portland, Oregon.

Gentlemen: SUBJECT: OREGON STATE HIGHWAY CONTRACT
No. 1454.

We are attaching copy of our letter dated May 20th. to the Oregon State Highway Department, also copy of letter from the Oregon State Highway Commission to us dated May 23rd. relative to an extension of time on the above contract.

Will you kindly write the Oregon State Highway Commission, with copy to us, granting consent in allowing us an extension of time in the completion of our contract which is bonded by your company.

Very truly yours,

NORTHWEST ROADS COMPANY

By
Theodore Shoemaker
President.

TS/E

✓cc to Oregon State Highway Commission,
Attention H. B. Glaisyer, Secretary.

#1454

May [illegible], [illegible]

Northwest Roads Company,
P. O. Box 2072,
Portland, Oregon.

Attention: Theodore Shoemaker.

Gentlemen:

Receipt is acknowledged of your letter of May 20th requesting an extension of time on your contract No. 1454 - Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

cc to W. C. Williams.

Form 300—4M—9-32.

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending May 13, 1933

Section [illegible]

Kind of work Regrading & Resurfacing

Highway [illegible]

Section prefix [illegible] 15 B

Contractor Dunn & [illegible]

Contract number 1409

Date of contract Sept 28, 1932

Date of completion March 31, 1933

Date work started October 7, 1932

Estimated date of completion May 13, 1933

Amount of contract $[illegible]

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $52000.00

Per cent of contract completed, based on total contract price %

Engineering costs to date, $, %

Date project was completed May 13, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed Saturday the 13th The Stock piles are to measure and the sem final estmate will be ready in 4 or 5 days

RECEIVED MAY 17 1933

NOTED H. G. SMITH

[illegible]
District Eng.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[illegible] .... [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 6-A-1 7000 DW 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

154

May 13, 1933.

IN REPLY PLEASE REFER TO FILE No.

Mr. W. H. Stewart,
Resident Engineer,
State Highway Dep't.,
Medford, Oregon.

Dear Sir:

I am advised that the Wingville Lane-Baker paving job will start about May 22nd, and consequently Newell should report about that date.

In the meantime I would like to have him spend several days on the paving jobs in the vicinity of Portland to make a study of the results accomplished by last fall's delayed finish, and reassure the inspectors that their present practice of delayed finish is not injurious to the pavement.

Please call on Monday morning and advise whether or not Newell can be released from the Medford job on Monday, May 15th. It will be advisable for him to bring the latest model of the Beaver Cement Company's delayed finish planer with him, and we will make the necessary arrangements afterwards to purchase it from the Company.

When you call me Monday morning I will want you to advise the status of the job and whether you can release Newell so that he can take the Monday night train for Portland.

Yours very truly,

NOTED
State Highway Engineer

R. H. BALDOCK,
State Highway Engineer.

By

H. G. Smith,
Construction Engineer.

HGS/ZR
cc R. H. Baldock ✓
cc Mr. E. A. Collier

FORM 8-A-1 7930 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Northwest Roads Company,
P. O. Box 5072,
Portland, Ore.

Gentlemen:

The use of Transit Mix Concrete will be permitted on the Wingville Lane-Baker Section if you still desire to use this method of mixing as indicated by your recent request. However, since this is a new type of construction in this department, we will expect your full cooperation in working out all the details in connection with the mixing and placing of the concrete.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock
W. C. Williams
H. J. Miller

#1409

1540

C. A. DUNN, PRESIDENT

J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

April 1[illegible]th.1933.

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:-

We hereby wish to ask for an extension of thirtydays in the time limit on the Wingville Lane -Baker Contract (#1409).This will make the completion date April 30,1933,instead of March 31 as designated in our contract.

This request is made necessary by the fact that the pit designated for obtaining the maintenance material did not contain sufficient oversize material for making the 1¼"-2" size.

We have arranged for this material to be furnished by the City of Baker from their crusher.Further delay occured by reason of a court order causing them to move their crusher.

Trusting that you will be able to grant us this extension we beg to remain,

Respectfully yours,

DUNN & BAKER

By

Consent of the Fidelity and Deposit Company of Maryland, Surety upon the bond of Dunn and Baker covering the above work is hereby given to the extension of time applied for.

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

BY ____________
Attorney-in-Fact.

File - original filed in contract.

FORM 5-A-4 6700 7000 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

150.5

OREGON STATE HIGHWAY COMMISSION

SALEM
March 28, 1933.

IN REPLY PLEASE REFER TO FILE NO.

North West Roads Company,
Portland, Ore.

Gentlemen:

It will be necessary to place a considerable quantity of drain tile along Elm Street on the south approach to Baker under your contract for paving of that section, and we are therefore submitting a price agreement to cover the cost of the same as we wish you to undertake the installation under your contract.

As we have been unable to meet with you on the ground, I am submitting this for your consideration at conventional prices which we have secured on similar jobs.

Will you kindly give this your consideration as soon as convenient. If you wish to go over it on the ground contact Mr. Williams, Division Engineer at La Grande.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

Encl

NOTED
A[illegible] way Engineer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon E-154-D

POST OFFICE BUILDING
PORTLAND, OREG.

March 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer

Encls.

Hwy. 13431

Form P. R. 2

State Oregon

Project No. E-154, Section D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5513

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of January, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 13th day of February, 1929, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 26th day of September 1932 and 14th day of December, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-one thousand, five and 17/100 dollars ($31,005.17) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5510

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "Emergency Construction Highway funds" appropriated by (Include amount, date, and citation of Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 313+00 at center of Sec.35, T 8 S, R 39 E, and survey station 104+00 at intersection of 10th Street and Center Street in the City of Baker

, length 4.802 miles, in Baker County, being Section D of Oregon Federal Aid project No. E-154, consisting of 4.802 miles of roadway and no bridges, ~~[illegible] length~~. known locally as the Wingville Lane-Baker section of the Old Oregon Trail between official control points La Grande and Ontario.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of thirty-one thousand, five and 17/100 dollars ($31,005.17), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-six thousand, one hundred twenty-five and 49/100 dollars ($86,125.49), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1937. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of March, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERN[illegible] 8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-154-D State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 86,125.49 as the total estimated cost of said project, and the sum of $ 31,005.17 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of March one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting Secretary of Agriculture.

15480

Notice to Shipper of Goods Undelivered
RAILWAY EXPRESS AGENCY
INCORPORATED

Street address where shipment is held
City Portland, Oregon
Date FEB 23 1933 19

You are notified that Article [illegible]
C. O. D. or Collection $
Forwarded by you on 2-17 19
Addressed to Northwest [illegible]
[illegible]
[illegible] charges $ [illegible]
Your invoice or identification No. 5072 [illegible]

Remains in this office undelivered because
No Call.
~~No Response to Postal Notices~~
Disposition Please.

This shipment is held at Owners Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No. 2571

Agent

address beyond
delivery limits.

[illegible] SEE OTHER SIDE (566-10-29) (Printed in U.S.A.)

February 24, 1933

m you that we have just received information
ss Agency at Portland to the effect that a
n from this office is being held in their of-
irections as to its disposal.

your copy of the contract which was awarded
ghway Commission for the construction of the
ection on the Old Oregon Trail in Baker County.
you call at the express office for this package.

The notice from the express company states that they have received no reply from you to their postal notice requesting instructions as to what disposition to make of this package.

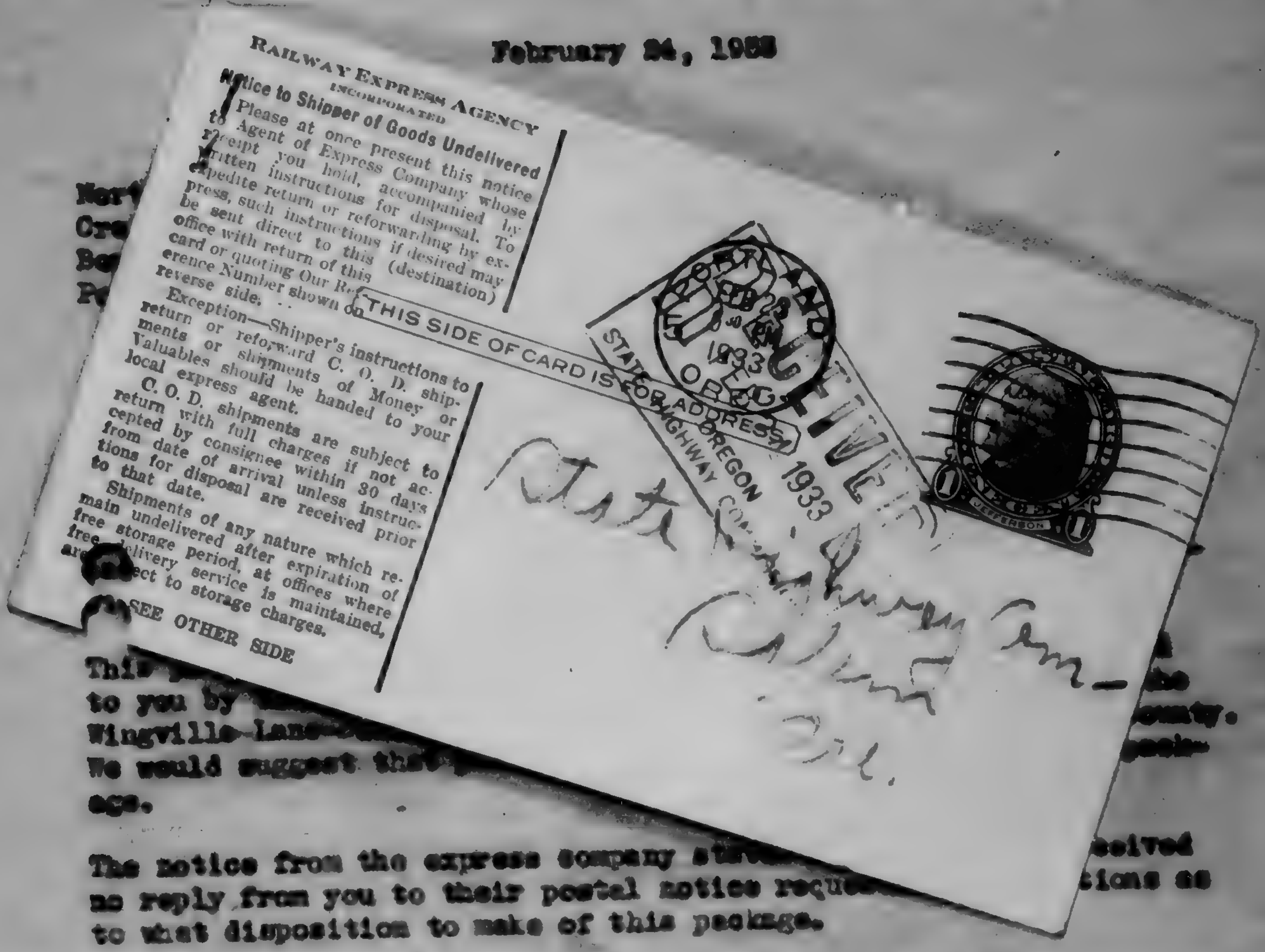
Yours very truly
STATE HIGHWAY COMMISSION

Secretary

HBG:MC

cc - Railway Express Agency
70 Broadway
Portland, Oregon

February 24, 1933



RAILWAY EXPRESS AGENCY
INCORPORATED

Notice to Shipper of Goods Undelivered

Please at once present this notice to Agent of Express Company whose receipt you hold, accompanied by written instructions for disposal. To expedite return or reforwarding by express, such instructions if desired may be sent direct to this (destination) office with return of this card or quoting Our Reference Number shown on reverse side.

Exception—Shipper's instructions to return or reforward C. O. D. shipments or shipments of Money or Valuables should be handed to your local express agent.

C. O. D. shipments are subject to return with full charges if not accepted by consignee within 30 days from date of arrival unless instructions for disposal are received prior to that date.

Shipments of any nature which remain undelivered after expiration of free storage period, at offices where free delivery service is maintained, are subject to storage charges.

SEE OTHER SIDE

THIS SIDE OF CARD IS FOR ADDRESS

PORTLAND FEB 23 1933 ORE.

RECEIVED FEB 1933 STATE HIGHWAY COM. OREGON

State Highway Com-
Salem
Ore.

Nor
Cre
Bo
Po

This
to you by county.
Wingville-Lane
We would suggest that pack-
age.

The notice from the express company received
no reply from you to their postal notice requ tions as
to what disposition to make of this package.

Yours very truly
STATE HIGHWAY COMMISSION

Secretary

HBG:MC

cc - Railway Express Agency
70 Broadway
Portland, Oregon

February 24, 1933

Northwest Roads Company
Craig & Warren Roads
Box 5078
Portland, Oregon

Gentlemen:

This letter is to inform you that we have just received information from the Railway Express Agency at Portland to the effect that a package directed to you from this office is being held in their office pending further directions as to its disposal.

This package contains your copy of the contract which was awarded to you by the State Highway Commission for the construction of the Wingville-Lane-Baker Section on the Old Oregon Trail in Baker County. We would suggest that you call at the express office for this package.

The notice from the express company states that they have received no reply from you to their postal notice requesting instructions as to what disposition to make of this package.

Yours very truly
STATE HIGHWAY COMMISSION

Secretary

HBG:MC

cc - Railway Express Agency
70 Broadway
Portland, Oregon

154 R.D

February 17, 1935

Northwest Roads Company,
Craig & Warren Roads,
P. O. Box 507
Portland, Oregon.

Gentlemen:

We are sending you, under separate cover, an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

OR 154-E

February 17, 1933

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

For the reason that the Bureau of Public Roads requires that no encroachments be permitted on the right-of-way of federal aid projects which are situated within city boundaries, it will be necessary to secure from the City of Baker a resolution guaranteeing this condition for that portion of Project No. 154-D, Wingville Lane-Baker Section, which is within the city limits, and, likewise, for that portion of Project No. 154-E, City of Baker Section, which is situated on Bridge Street. A resolution for Project No. 154-E, covering the portion of the project situated on Elm Street and Occidental Avenue was previously executed and copies sent to this office with your letter of December 10th, 1931, and, accordingly, no further action is required for that part of the project. Please submit to this office four copies of the resolution to cover the additional sections noted above.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

154.BE

February 7, 1933

Dunn & Baker
Klamath Falls, Oregon

Gentlemen:

We have your letter of February 4th, requesting a reduction in the amount retained in connection with your contract for the grading and surfacing of the Wingville Lane-Baker Section of the Old Oregon Trail. We seldom reduce the retained percentage below seven and one-half per cent of the contract amount, until the work to be performed is entirely completed. In this instance, however, on account of the conditions which are making it impossible for you to immediately complete the work, we are willing to make some concession in this matter. We are, accordingly, preparing a voucher in which the retained percentage is being reduced to five per cent of the total amount of work performed. This voucher will be mailed to you for execution either this afternoon or tomorrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

DUNN, PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

February 4, 1933

Oregon State Highway Department
Salem, Oregon

Gentlemen:

In accordance with the standard Specifications Page 18, Section "D"., payments on the Wingville Lane-Baker Job can be made up to 97% of the value of the completed work.

If possible we would appreciate a remittance from the State for the portion of the retained percentage on this job, which can be released.

Very truly yours,

DUNN & BAKER

By D.W.Bayless

DWB:LAF

RECEIVED
FEB 6 - 1933
OREGON

FA 154B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We note that Oregon Federal Aid Projects Nos. 154-B and 134-D have been completed for more than six and four months respectively, and that the final vouchers have not been submitted.

Unless there is some particular reason for withholding final vouchers, we would appreciate their prompt submission.

Very truly yours,

W. H. LYNCH
District Engineer

By J. M. Elliott

J. M. Elliott
Sr. Highway Engineer

RECEIVED
JAN 11 1933

FORM 3-A-1 [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

,54-5

January 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Dunn & Baker,~~
~~Klamath Falls, Ore.~~

Dear Sir:

It has been noted on your payroll for the Wingville Lane-Baker Section for the period from December 11th to December 25th, that 17 men worked more than 30 hours each for calendar week. The time of these men vary from 31 to 37 hours.

It is definitely specified in your contract that only in extreme cases of emergency will men be allowed to work more than 30 hours in one calendar week, and this specification must be adhered to.

Will you please take such steps as are necessary so that this will not occur in the future.

It is requested that you give us an explanation why these men were allowed to work over the 30 hour limit for the calendar week.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R.H. Baldock
W. C. Williams
Forest Cooper

FORM 5-A-1 9663 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

54-15

OREGON STATE HIGHWAY COMMISSION
SALEM

December 30, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I see no objection in permitting Dunn & Baker to purchase sufficient 1¼" to 3/4" crushed rock to supplement that which they are crushing near Baker.

This is confirmation of my verbal authority of some time ago.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock

154K

December 28, 1932

Northwest Roads Co.,
P. O. Box 5072,
Portland, Oregon.

Gentlemen:

This letter is to advise you that the State Highway Commission at a special meeting held yesterday, December 27, 1932, officially awarded to you the contract for the construction of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County, consisting of 0.98 mile of concrete pavement and 1.34 miles of bituminous macadam, on your bid submitted for this work on December 14, 1932.

I was instructed by the Commission to convey this information to you and to advise that it will be satisfactory for you to commence your construction operations immediately. Contract forms will be sent you within the next few days for execution.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

[illegible]

December 23, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon Emergency Construction Highway Project E-154-B ~~were~~ recommended for approval on December 16, ~~1932~~.

Concurrence is hereby given in award of contract, as of the date of recommendation, to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
DEC 24 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 23, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon Emergency Construction Highway Project E-154-D were recommended for approval December 16, 1932.

Concurrence is hereby given in award of contract, as of the date of recommendation, to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 24 1932

DECEMBER
Twenty-Second
1932

W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Wingville Lane-Baker Section, Project No. E-154-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB
Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-154-B

WINGVILLE LANE-BAKER SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.

Salem, Oregon, December 20, 1932.

TYPE I ROADWAY

Grading and Surfacing: (Sta. 312/00 to 441/57.4 = 0/00 to Sta. 76/00)

All Required		Clearing and Grubbing		$ 154.10
13,500	cu. yds.	Excavation, Single Classif.	$0.25	3,375.00
1,900	yd. sta.	Overhaul	0.02	38.00
100	yd. mi.	Truck Haul	0.12	12.00
16,000	cu. yds.	Special Borrow	0.25	4,000.00
16,000	yd. mi.	Hauling Special Borrow Matls.	0.12	1,920.00
54,000	cu. yds.	Gravel Topping	0.25	13,500.00
117,000	yd. mi.	Hauling Gravel Topping	0.09	10,530.00
4,500	cu. yds.	Stripping Gravel Pits	0.15	675.00
3,500	cu. yds.	Crushed Gravel Surfacing	1.20	4,200.00
15,200	yd. mi.	Hauling Crushed Gravel	0.09	1,368.00
400	cu. yds.	Filler	0.30	120.00
800	yd. mi.	Hauling Filler	0.12	96.00
1,200	M-Gal.	Sprinkling	1.50	1,800.00
20	cu. yds.	Class "A" Concrete	22.00	440.00
400	lin. ft.	Salvaging Culvert Pipe	0.60	240.00
50	lin. ft.	12" Concrete Pipe	1.10	55.00
10	lin. ft.	18" Concrete Pipe	1.50	15.00
10	lin. ft.	24" Concrete Pipe	2.25	22.50
60	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	60.00
230	lin. ft.	18" Corr. Galv. Iron Pipe	1.50	345.00
10	lin. ft.	24" Corr. Galv. Iron Pipe	2.15	21.50
10	lin. ft.	36" Corr. Galv. Iron Pipe	4.75	47.50
90	lin. ft.	18" Corr. Galv. Iron Siphon Pipe	1.80	162.00
260	lin. ft.	24" Corr. Galv. Iron Siphon Pipe	2.60	676.00
1,230	cu. yds.	1½" - 3/4" Cr. Gravel in S. P.	1.35	1,660.50
500	cu. yds.	3/4" - ½" Cr. Gravel in S. P.	1.40	700.00
450	cu. yds.	½" - ¼" Cr. Gravel in S. P.	1.45	652.50
220	cu. yds.	¼" - 0" Cr. Gravel in S. P.	0.90	198.00
2,200	yd. mi.	Hauling Cr. Gravel, Pile Meas.	0.10	220.00
				$ 47,262.60

Oil Mat Surface Treatment (Type O-11)

4.31	miles	Preparation of Base	$200.00	$ 862.00
2,400	cu. yds.	Placing Mineral Aggregate	0.70	1,680.00
5,000	yd. mile	Hauling Mineral Aggregate	0.13	650.00
170	tons	No. 3 Oil in Place	24.00	4,080.00
45	tons	Cut-back Asphalt in Seal Coat	26.00	1,170.00
				$ 8,442.00

Sub-total, Type I Roadway	$ 55,704.60
10% Engr. & Cont.	5,570.46
Total, Type I Roadway......	$ 61,275.06

Length, Type I Roadway	4.310 miles
Cost per mile	$ 14,216.95

TYPE II ROADWAY

Grading and Surfacing: (Sta. 78/00 to Sta. 104/00) (Contract prices)

All Required		Clearing and Grubbing		$ 15.90
7,500	cu. yds.	Excavation, Single Classif.	$0.25	1,875.00
100	yd. sta.	Overhaul	0.02	2.00
5,900	yd. mi.	Truck Haul	0.12	708.00
500	yd. mi.	Special Borrow	0.25	125.00
500	yd. mi.	Hauling Special Borrow Matls.	0.12	60.00
6,000	cu. yds.	Gravel Topping	0.25	1,500.00
13,000	yd. mi.	Hauling Gravel Topping	0.09	1,170.00
500	cu. yds.	Stripping Gravel Pits	0.15	75.00
600	cu. yds.	Salvaging Surfacing Matls.	0.50	300.00
300	yd. mi.	Hauling Salvaged Matls.	0.10	30.00
600	cu. yds.	Handling Salv. Matls. thru S. P.	0.30	180.00
1,000	cu. yds.	Crushed Gravel Surfacing	1.20	1,200.00
800	yd. mi.	Hauling Crushed Gravel, Tr. Meas.	0.09	72.00
100	cu. yds.	Filler	0.30	30.00
200	yd. mi.	Hauling Filler	0.12	24.00
300	M-Gal.	Sprinkling	1.50	450.00
				$ 7,756.90

Concrete Pavement:

6,100	sq. yds.	Portland Cement Concrete Pavement	$2.25	$ 13,725.00
450	lin. ft.	Expansion Joints	0.18	81.00
3,300	lin. ft.	Contraction Joints	0.02	66.00
2,400	lbs.	Tie Bars & Reinforcement	0.05	120.00
320	only	Dowels	0.17	54.40
400	cu. yds.	Loading & Placing Cr. Gravel Shoulders	0.35	140.00

800	cu. yds.	Furnishing & Placing Pit-run Gravel Shoulders	$0.50	$ 400.00
1,600	yd. mi.	Hauling Shoulder Materials	0.10	160.00
140	cu. yds.	Filler	0.30	42.00
230	yd. mi.	Hauling Filler	0.20	46.00
				$ 14,884.40

Sub-total, Type II Roadway	$ 22,591.30
10% Engr. & Cont.	2,259.13
Total, Type II Roadway..........	$ 24,850.43

Length of Type II Roadway	0.492 miles
Cost per mile	$ 50,509.00

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Type I Roadway	$ 61,275.06	$ 22,059.02 (36%)	$ 39,216.04
Type II Roadway	24,850.43	8,946.15 (36%)	15,904.28
	$ 86,125.49	$ 31,005.17	$ 55,120.32

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-154-D

WINGVILLE LANE - BAKER SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

TYPE I ROADWAY

Grading and Surfacing: (Sta. 312+00 to 461+57.4 = 0+00 to Sta. 78+00) (~~Contract [illegible]~~)

All Required		Clearing and Grubbing		$ 134.10
13,500	cu. yds.	Excavation, Single Classif.	$0.25	3,375.00
1,900	yd. sta.	Overhaul	0.02	38.00
100	yd. mi.	Truck Haul	0.12	12.00
16,000	cu. yds.	Special Borrow	0.25	4,000.00
16,000	yd. mi.	Hauling Special Borrow Matls.	0.12	1,920.00
54,000	cu. yds.	Gravel Topping	0.25	13,500.00
117,000	yd. mi.	Hauling Gravel Topping	0.09	10,530.00
4,500	cu. yds.	Stripping Gravel Pits	0.15	675.00
3,500	cu. yds.	Crushed Gravel Surfacing	1.20	4,200.00
15,200	yd. mi.	Hauling Crushed Gravel	0.09	1,368.00
400	cu. yds.	Filler	0.30	120.00
800	yd. mi.	Hauling Filler	0.12	96.00
1,200	M-Gal.	Sprinkling	1.50	1,800.00
20	cu. yds.	Class "A" Concrete	22.00	440.00
400	lin. ft.	Salvaging Culvert Pipe	0.60	240.00
30	lin. ft.	12" Concrete Pipe	1.10	33.00
10	lin. ft.	18" Concrete Pipe	1.50	15.00
10	lin. ft.	24" Concrete Pipe	2.35	23.50
60	lin. ft.	12" Corr. Galv. Iron Pipe	1.00	60.00
230	lin. ft.	18" Corr. Galv. Iron Pipe	1.50	345.00
10	lin. ft.	24" Corr. Galv. Iron Pipe	2.15	21.50
10	lin. ft.	36" Corr. Galv. Iron Pipe	4.75	47.50
90	lin. ft.	18" Corr. Galv. Iron Siphon Pipe	1.80	162.00
260	lin. ft.	24" Corr. Galv. Iron Siphon Pipe	2.60	676.00
1,230	cu. yds.	1½" -3/4" Cr. Gravel in S. P.	1.35	1,660.50
500	cu. yds.	3/4" - ½" Cr. Gravel in S. P.	1.40	700.00
450	cu. yds.	½" - ¼" Cr. Gravel in S. P	1.45	652.50
220	cu. yds.	¼" - 0" Cr. Gravel in S. P.	0.90	198.00
2,200	yd. mi.	Hauling Cr. Gravel, Pile Meas.	0.10	220.00
				$ 47,262.60

(A)

Oil Mat Surface Treatment Type O-11 (Estimated Prices)

4.31	miles	Preparation of Base	$100.00	$ 431.00
2,400	cu. yds.	Placing Mineral Aggregate	1.10	2,640.00
5,000	yd. mi.	Hauling Mineral Aggregate	0.15	750.00
170	tons	No. 3 Oil in Place	24.00	4,080.00
45	tons	Cut-back Asphalt in Seal Coat	24.00	1,080.00
				$ 8,981.00

Sub-total, Type I Roadway	$ 56,243.60
10% Engr. & Cont.	5,624.36
Total, Type I Roadway	$ 61,867.96

Length, Type I Roadway	4.310 miles
Cost per mile	$ 14,354.51

TYPE II ROADWAY

Grading and Surfacing: (Sta. 78+00 to Sta. 104+00) (Contract prices)

All Required		Clearing and Grubbing		$ 15.90
7,500	cu. yds.	Excavation, Single Classif.	$0.25	1,875.00
100	yd. sta.	Overhaul	0.02	2.00
5,900	yd. mi.	Truck Haul	0.12	708.00
500	yd. mi.	Special Borrow	0.25	125.00
500	yd. mi.	Hauling Special Borrow Matls.	0.12	60.00
6,000	cu. yds.	Gravel Topping	0.25	1,500.00
13,000	yd. mi.	Hauling Gravel Topping	0.09	1,170.00
500	cu. yds.	Stripping Gravel Pits	0.15	75.00
600	cu. yds.	Salvaging Surfacing Matls.	0.50	300.00
300	yd. mi.	Hauling Salvaged Matls.	0.10	30.00
600	cu. yds.	Handling Salv. Matls. thru Stockpiles	0.20	120.00
1,000	cu. yds.	Crushed Gravel Surfacing	1.20	1,200.00
800	yd. mi.	Hauling Crushed Gravel, Tr. Meas.	0.09	72.00
100	cu. yds.	Filler	0.30	30.00
200	yd. mi.	Hauling Filler	0.12	24.00
300	M-Gal.	Sprinkling	1.50	450.00
				$ 7,756.90

Ⓑ

Concrete Pavement:

6,100	sq. yds.	Portland Cement Concrete Pavement	$2.15	$ 13,115.00
450	lin. ft.	Expansion Joints	0.20	90.00
3,300	lin. ft.	Contraction Joints	0.05	165.00
2,400	lbs.	Tie Bars and Reinforcement	0.06	144.00
320	only	Dowels	0.20	64.00
400	cu. yds.	Load & Place Cr. Gravel Shoulders	0.30	120.00

800	cu. yds.	Furn. & Place Pit-run Gr. Shoulders	$0.40	$ 320.00
1,600	yd. mi.	Hauling Shoulder Materials	0.15	240.00
140	cu. yds.	Filler	0.40	56.00
230	yd. mi.	Filler Haul	0.15	34.50
				$ 14,348.50

Sub-total, Type II Roadway	$ 22,105.40
10% Engr. & Cont.	2,210.54
Total, Type II Roadway	$ 24,315.94

Length, Type II Roadway	0.492 miles
Cost per mile	$49,422.64

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Type I Roadway	$61,867.96	$18,560.39 (30%)	$ 43,307.57
Type II Roadway	24,315.94	7,294.78 (30%)	17,021.16
	$86,183.90	$25,855.17	$ 60,328.73

ER 154-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 16, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
DEC 17 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Plans, specifications and estimate for Oregon Emergency Construction Highway Project E-154-B are today being recommended for approval.

Concurrence is hereby given in award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of papers for modifying Oregon Emergency Construction Highway Project E-154-D, Wingville Lane-Baker section of the Old Oregon Trail.

As the town resolution previously obtained for Oregon F.A.P. 154-B does not cover the streets included in Section D, it will be necessary to obtain a resolution from the town of Baker covering this project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon. TELEPHONE 8171 — 1932 DEC 9 PM 12 01

PR43 48=LAGRANDE ORG 9 1149A

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

S H PROBERT=
STATE HIGHWAY OFFICE SALEM ORG=

154 D

QUARTZ PIT CONTAINS TEN PERCENT MATERIAL OVER ONE INCH EXPENSE OF SCREENING MATERIAL NOW ON ROAD IS LARGE FACTOR BUT CAN BE DONE IF BUREAU INSISTS NO OBJECTION TO ONE INCH MAXIMUM FOR NEW MATERIAL LABORATORY REPORT NUMBER FOUR SIX SEVEN FOUR EIGHT COVERS QUARTZ PIT ADVISE DECISION=

W C WILLIAMS.

Wingville Lane. Baker

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

---

which crossings were omitted by the locating engineer. Although siphon pipe was used for these installations, they were not installed as siphons, but were installed on the flow line of the irrigation ditch and spanned the borrow pit. Siphon pipe "close riveted and soldered" was used to prevent leakage. The pipes were necessary.

Stations 22+55, 37+00 and 51+27.
Twin 30" pipes were installed at each of these stations in place of 24" siphon pipes as called for on the original location. 24" siphon pipes were not sufficient to care for irrigation water carried by the ditches as each ditch has an approximate area of eight square feet. The ranchers owning the ditches insisted at the beginning that we install concrete boxes but later acquiesced to our installing twin 30" culverts.

I do not consider that any unnecessary culverts were installed by reason of any agreement entered into by the Legal Department and the property owners. The pipes that were placed do no more than permit irrigation of the land traversed

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1201-8

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL	Day Letter
NM	Night Message
NL	Night Letter
LCO	Deferred Cable
NLT	Cable Night Letter
WLT	Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon. TELEPHONE 1932 DEC 8 PM 1 44

PR34 27 DL=LAGRANDE ORG 8 134P

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORG=

NOT PRACTICAL TO LIMIT MAXIMUM SIZE OF ROCK FOR BAKER ROAD MIX TO ONE INCH AS SPECIFIED IN PROPOSALS STOP SUGGEST ONE AND ONE HALF INCH MAXIMUM=

W C WILLIAMS..

Not over 65% passing 1/4" 27.4
Passing 10 mesh 30 to 55
" 200 " 5 to 15

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

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Stations 22+55, 37+00 and 51+27.

Twin 30" pipes were installed at each of these stations in place of 24" siphon pipes as called for on the original location. 24" siphon pipes were not sufficient to care for irrigation water carried by the ditches as each ditch has an approximate area of eight square feet. The ranchers owning the ditches insisted at the beginning that we install concrete boxes but later acquiesced to our installing twin 30" culverts.

I do not consider that any unnecessary culverts were installed by reason of any agreement entered into by the Legal Department and the property owners. The pipes that were placed do no more than permit irrigation of the land traversed

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 9, 1932.

W. C. WILLIAMS,
DIVISION ENGINEER,
LA GRANDE, OREGON

MATERIAL OVER ONE INCH MUST BE SCREENED FROM ALL NEW GRAVEL USED IN ROAD MIX STOP

SCREENING OF MATERIALS ON ROAD NOT REQUIRED

S. H. PROBERT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

---

which crossings were omitted by the locating engineer. Although siphon pipe was used for these installations, they were not installed as siphons, but were installed on the flow line of the irrigation ditch and spanned the borrow pit. Siphon pipe "close riveted and soldered" was used to prevent leakage. The pipes were necessary.

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FORM 5-M-1 5636 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

PR 1545

December 9, 1932.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re:Culverts.
Wingville Lane-Baker Project.

RECEIVED
DEC 12 1932
OREGON

Attention: Mr. H. G. Smith

Dear Sir:

Replying to yours of December 6th in which further information is requested regarding additional culverts placed on the Wingville Lane-Baker Section:

Station 2+17.
36" siphon, 110 feet long, was installed at this station instead of 80 ft. of 18" culvert shown by the locating engineer. The 18" culvert was entirely too small as the area of the ditch which the culvert accommodates is approximately six square feet. It was impossible to make the crossing at right angles on account of county road approaches in the vicinity; consequently the length of 110 feet.

Stations 24+00, 28+00, 29+80 and 33+38.
12" siphon pipes, 80 ft. long, were installed at these stations to care for irrigation ditch crossings which crossings were omitted by the locating engineer. Although siphon pipe was used for these installations, they were not installed as siphons, but were installed on the flow line of the irrigation ditch and spanned the borrow pit. Siphon pipe "close riveted and soldered" was used to prevent leakage. The pipes were necessary.

Stations 22+55, 37+00 and 51+27.
Twin 30" pipes were installed at each of these stations in place of 24" siphon pipes as called for on the original location. 24" siphon pipes were not sufficient to care for irrigation water carried by the ditches as each ditch has an approximate area of eight square feet. The ranchers owning the ditches insisted at the beginning that we install concrete boxes but later acquiesced to our installing twin 30" culverts.

I do not consider that any unnecessary culverts were installed by reason of any agreement entered into by the Legal Department and the property owners. The pipes that were placed do no more than permit irrigation of the land traversed

2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith: -2- 12/9/32 -- Re:Culverts. Wingville Lane-Baker Project.

by the highway, as it is now being irrigated. It would appear that the locating engineer did not give sufficient study to the matter of irrigation and especially as to the flat grade on which ditches in this locality are carried. This especially flat grade which requires a large head of water to properly irrigate, requires larger pipes than would be necessary if a better grade were obtainable.

Very truly yours,

W C Willia

WCW:OW

Division Engineer.

cc R. H. Baldock. ✓

FORM 5-M-1 5970 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

OK 154 D

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. R. G. Smith

Dear Sir:

I am enclosing Price Agreement covering the construction of Class "C" Concrete on the Wingville Lane-Baker Section.

This concrete is to be used in constructing headwalls on twin irrigation pipes and to build supports under pipes spanning the borrow pits. This class "C" concrete supplants the bid item "Class "A" Concrete" as no class "A" concrete was used on the job.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encl.

cc R. H. Baldock.

RECEIVED
DEC 12 193[illegible]

FORM 6-H-1 9970 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

154 D

December 6, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. C. Smith

Dear Sir:

I am enclosing five copies of a Price Agreement covering the stock piling of 1,000 cubic yards of 1½ inch crushed gravel surfacing on the Wingville Lane-Baker Section.

This material is the same as used for surfacing on the section and is to be stock piled for use in constructing the top two inches of gravel shoulders to be constructed along the concrete pavement in Baker. No crushed gravel material was placed on Tenth Street in Baker as the gravel topping forms an adequate base for the concrete pavement and it is planned to stock pile the crushed gravel instead of placing it on the roadbed.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encls.

cc R. H. Baldock.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1540

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I have a letter from Forest Cooper at Baker relative to my telegram asking for further information in regard to the additional culverts on the Wingville-Baker Section.

In this letter he states that these culverts were authorised by the right of way department, leaving the insinuation that perhaps some or all are unnecessary/ It seems rather peculiar that 30 and 36 inch culverts were either omitted by the locating Engineer or had been promised by the right of way department without Engineering advice therefore I request a more complete report discussing each culvert by itself and amplifying this statement of Cooper's by showing whether any unnecessary culverts are being put in now or why they were originally left out.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer,

HGS/H

CC to
R. H. Baldock ✓

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

154-D

November 28, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Please submit a price agreement from Dunn & Baker to cover the change from 1¼" material to 1½" maintenance materifl for use on the Wingville-Lane-South Baker Section.

In your letter you state that the contractor will furnish this material for the same price as the 1¼" if we take the under sized material which is presumed to make the material below 3/4" but you do not state whether arrangements have been made to dispose of the surplus material which the contractor will obtain in securing his 3 inch material from which to crush 1½" material, as provided in the Bureau Specification.

I presume that we could favor the contractor some by crushing from 2½" material instead of 3" if the large material is limited in the pit, but there would still seem to be some screened material which the contractor must dispose of. Thefefore as soon as you receive quantities for the Wingville-South Baker Section you should endeavor to co-ordinate the job so that we will not be required to buy a stock pile for any material quantities which will not be paid for by government funds. It would seem that the contractor should start crushing his 1½" material immediately in order to dispose of the surplus in his surfacing operations.

Please give this your consideration in order that some material can be produced and used as material which will be paid for from government funds.

We can of course slightly increase the maintenance material but it is quite undesirable to overrun the amounts to any great extent.

Yours very truly,

NOTED
State Highway Engineer

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

CC TO
R. H. BALDOCK ✓

H. G. Smith,
Construction Engineer.

HGS/H

FORM 5-A-1 . 5000. 5M 9-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 23, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

State Highway Engineer

Dear Sir:

With regard to the paving and bituminous macadam of the Wingville Lane-south city limits of Baker Section, there are several points which are not clear in your specifications, or in the information submitted by Mr. Stiffler. There is no apparent reason why we should stock pile the pit run gravel. Cannot the contractor more economically obtain this direct from the gravel pits at the time the shoulders are being placed? However, we should designate pits in which there is little in excess of 2½" as this is the major size acceptible to the Bureau for shoulder work. I have tentatively designated the following pits:

500 ft. West of Station 54
500 ft. East of Station 70
0.9 of a mile east of Station 78 (Blocks 10 and 11 Mix addition to Baker)
And opposite Quartz (Parmer & Denham Pit.)

It is my rememberance however that we do not own the pit 500 ft. west of Station 54 but that it is owned by Dunn & Baker. This pit should therefore be excluded unless the gravel is very desirable with respect to size and unless they will permit us to acquire a sufficient amount for a nominal sum.

The question has also arisen whether it is absolutely necessary to use a B-2 on the East approach to Baker, as it will be absolutely necessary to follow Bureau Specifications for this B-2. These specifications require 1½" rock crushed from 3" material and the 1¼" maintenance material provided for the Wingville Lane-Baker Section cannot be used, unless the size be changed and increased to a full 1½". Kindly advise how much of this material has been produced and whether it is practical to increase the size to 1½" and give your opinion of the practicability of the C-11 for the east approach.

Yours very truly,
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer

CC to
R. H. Baldock ✓

HGS/H

FORM 5-M-1 5979 2M 10-26

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIV
NOV 22 193
OREGON
STATE HIGHWAY CO

November 21, 1932.

IN REPLY PLEASE REFER TO FILE NO. OR154-5

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing Price Agreement covering the installation of culvert pipe on the Wingville Lane-Baker Section. No bid items were received for the size of pipe specified in this price agreement, and I find it necessary to use this pipe in order to properly take care of irrigation ditches.

This wil pipe will result in no over-run of the final estimate.

Very truly yours,

WCWillia

WCW:OW
Encl.

Division Engineer.

cc R. H. Baldock.

NO

NOTED
Asst. State Highway Engineer

FORM 2-A-1 4797 7500 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1548

November 16, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 17 1932
OREGON
STATE HIGHWAY COMMISSION

1 PR

Attention Mr. H. G. Smith:

Dear Sir:

As requested in your letter of November tenth we are sending detail pencil drawing showing intersections at Tenth Street and Broadway, in Baker, Oregon.

This sketch, we think, is complete as to physical features, showing accurately all side walks, curbs, etc. Also showing drainage system.

Very truly yours,

NOTED
State Highway Engineer

W. C. WILLIAMS,
Division Engineer.

By W. W. Stiffler

Office Engineer.

WWS V
Incls.

cc RHBaldock

[illegible] WWS

NOTED
Act State Highway Engineer

FORM S-M-1 8970 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1548

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 10, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 12 1932
OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

With reference to section ties on the Wingville Lane-Baker Section, I was not aware that these ties had not been furnished the Salem office. The ties were shown on a 200 ft. scale map which we prepared for right of way purposes, but this map I find was furnished to Forrest Cooper, Resident Engineer at Baker, in order that he could proceed with the negotiations for the right of way.

This map has been returned to this office and when checking it over I find that one corner, which could not be located, should be tied in to properly tie all the corners. I have instructed the Resident Engineer to have the corner set by the County Surveyor of Baker County, and as soon as this is done the map with the complete ties will be submitted to your office.

My personal attention will be given to the matter of securing proper section ties on all future surveys.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW

cc R. H. Baldock.

Noted
CBMcCullough

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

154B

November 7, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Under separate cover we are sending you hard copy maps of the Wingville-Lane-Baker Part #1 and the West entrance to Baker at 10th Street.

These maps are incomplete in that the section ties are not shown and consequently there is no way to check the right-of-way description. Definite instruction has been sent out from time to time that all section ties must be shown with the station number and distance to the corner actually shown on the map.

We wrote once before for these ties but did not succeed in obtaining anything from you except the ties within the city of Baker. Please see that these ties are obtained and placed on the map and forwarded immediately so that the right of way descriptions need no longer be delayed.

In submitting map of location projects please make a personal inspection with particular feference to the section ties. See that all corners have been shown. In case it is impossible to find these corners you already have authority to have them established by the County surveyor.

Maps being furnished with incomplete and inaccurate section ties are causing very great delay in getting out the right-of-way descriptions and is badly congesting both the work of the drafting department and the right of way department, therefore it is absolutely necessary for everyone connected with the submission of location surveys to be particularly on their guard with reference to all features of these descriptions particularly the section ties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

CC to
R.H. Baldock ✓

By

NOTED
State Highway Engineer

H. G. Smith,
Construction Engineer.

154 D

OREGON STATE HIGHWAY COMMISSION

October 28, 1932

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

With reference to your communication of October 21 regarding construction of a right of way fence along a portion of the Wingville Lane-Baker Section within the city limits of Baker, please be advised that the State Highway Commission has an agreement with both the City of Baker and the County of Baker wherein they are to furnish all right of way and the right of way necessarily includes fencing.

You will accordingly advise the City Council of Baker that the State Highway Commission will not erect this fence.

Very truly yours

State Highway Engineer

RHB:HI

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 21, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
OCT 22 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I have several times been requested by the City Council of Baker to construct a right of way fence along that portion of the Wingville Lane-Baker Section which is within the city limits of Baker. I have verbally informed them numerous times that the right of way fence was a right of way consideration and as previously agreed, the City of Baker was to furnish the right of way within the city limits.

The City Council does not seem disposed to let the matter rest upon my decision and I am therefore referring the matter to you. If there is any legal way that we can construct this fence, I would be willing to recommend its construction, the total cost of which would approximate $300.00.

Will you kindly advise at your earliest convenience your views with regards to this matter.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
cc H. G. Smith.

154-B

R

October 26, 1932

Shell Oil Company
Baker
Oregon

Gentlemen:

We are pleased to give you the following information, requested in your inquiry of the 25th:

State Highway Contract No. 1409 was awarded by the State Highway Commission to Dunn & Baker for the regrading and surfacing of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

The amount of the contract is $55,518.50. A surety bond, in like amount, was furnished by the contractors, which was written by Fidelity & Deposit Company of Maryland. Mr. Clarence D. Porter, Failing Building, Portland, is the resident agent for the bonding company.

According to the terms of the contract, the date of completion is March 31, 1933.

Very truly yours,

Secretary

AJ

SHELL OIL COMPANY
Baker Ore

PETROLEUM PRODUCTS

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

RECEIVED
OCT 25 1932
OREGON
STATE HIGHWAY COMMISSION

October 25, 1932

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We would appreciate it very much if you would give us the following information on the contract awarded to Dunn & Baker, contractors, for the road construction just north of Baker, Oregon:

1. Amount of bid.
2. Name and address of bonding company.
3. Amount of the bond.
4. Time set for completion.

Yours very truly

Shell Oil Company

by K L Ingalls

October 15, 1932.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimates as basis for project agreement covering the Wingville Lane-Baker Section, Emergency Construction Project No. E-134-D. ✓

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

Oregon State Highway Department.

Emergency Construction
Proj. No. E-154-D.

WINGVILLE LANE - BAKER SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement, Based on low bid prices.)

Salem, Oregon, October 13, 1932.

Type I Roadway (Sta. 312+00 to 461+57.4 = 0+00
to Sta. 76+00)

All Required		Clearing & Grubbing		$ 134.10
13,500	cu. yds.	Excavation, Single Classification	$ 0.25	3,375.00
1,900	yd. sta.	Overhaul	0.02	38.00
100	yd. mi.	Truck Haul	0.12	12.00
16,000	cu. yds.	Special Borrow	0.25	4,000.00
16,000	yd. mi.	Hauling Special Borrow Matls.	0.12	1,920.00
54,000	cu. yds.	Gravel Topping	0.25	13,500.00
117,000	yd. mi.	Hauling Gravel Topping	0.09	10,530.00
4,500	cu. yds.	Stripping Gravel Pits	0.15	675.00
3,500	" "	Crushed Gravel Surfacing	1.20	4,200.00
15,200	yd. mi.	Hauling Crushed Gravel	0.09	1,368.00
400	cu. yds.	Filler	0.30	120.00
800	yd. mi.	Hauling Filler	0.12	96.00
1,200	M-Gal.	Sprinkling	1.50	1,800.00
20	cu. yds.	Class "A" Concrete	22.00	440.00
400	lin. ft.	Salvaging Culvert Pipe	0.60	240.00
30	" "	12" Concrete Pipe	1.10	33.00
10	" "	18" " "	1.50	15.00
10	" "	24" " "	2.35	23.50
60	" "	12" Corr. Galv. Iron Pipe	1.00	60.00
230	" "	18" " " " "	1.50	345.00
10	" "	24" " " " "	2.15	21.50
10	" "	36" " " " "	4.75	47.50
90	" "	18" " " " Siphon Pipe	1.80	162.00
260	" "	24" " " " " "	2.60	676.00
		Sub-total, Type I Roadway		$ 43,831.60
		10% Engr. & Cont.		4,383.16
		Total, Type I Roadway................		$ 48,214.76

Length, Type I Roadway 4.310 miles

Cost per mile, Type I Roadway $ 11,186.71

Type II Roadway: (Sta. 78+00 to Sta. 105+00)

All Required		Clearing & Grubbing		$ 15.90
7,500	cu. yds.	Excavation, Single Classification	$ 0.25	1,875.00
100	yd. sta.	Overhaul	0.02	2.00
5,900	yd. mi.	Truck Haul	0.12	708.00
500	" "	Special Borrow	0.25	125.00
500	" "	Hauling Special Borrow Matls.	0.12	60.00
6,000	cu. yds.	Gravel Topping	0.25	1,500.00
13,000	yd. mi.	Hauling Gravel Topping	0.09	1,170.00
500	cu. yds.	Stripping Gravel Pits	0.15	75.00
600	" "	Salvaging Surfacing Matls.	0.50	300.00
300	yd. mi.	Hauling Salvaged Matls.	0.10	30.00
600	cu. yds.	Handling Salv. Matls. thru Stock-piles	0.20	120.00
1,000	" "	Crushed Gravel Surfacing	1.20	1,200.00
800	yd. mi.	Hauling Crushed Gravel, Tr. Meas.	0.09	72.00
100	cu. yds.	Filler	0.30	30.00
200	yd. mi.	Hauling Filler	0.12	24.00
300	M.-Gal.	Sprinkling	1.50	450.00
		Sub-total, Type II Roadway		$ 7,756.90
		10% Engr. & Cont.		775.69
		Total, Type II Roadway		$ 8,532.59
		Sub-total, All Work		$ 51,588.50
		10% Engr. & Cont.		5,158.85
		Total, All Work..................		$ 56,747.35

Length, Type II Roadway 0.511 miles
Cost per mile, Type II Roadway $16,697.82

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Type I Roadway	$ 48,214.76	$ 14,464.43 (30%)	$ 33,750.33
" II "	8,532.59	2,559.77 (30%)	5,972.82
	$ 56,747.35	$ 17,024.20	$39,723.15

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920.

" " " Maint.: Chap. 41, laws 1927.

PR 154D

October 13, 1932

Dunn & Baker,
Box 431,
Klamath Falls, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading and surfacing of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

Very truly yours,

Secretary

AJ

#1409

OR 1545

October 11, 1932

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of October 8th concerning the Dunn & Baker contract in Baker County.

Please be advised that contract No. 1409 which is known as the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County was awarded to the above firm on September 28, 1932. This contract consists of 4.82 miles of regrading and surfacing. Completion date of the contract is March 31, 1933. Bond furnished is in the sum of $33,818.50 and was written by the Fidelity and Deposit Company of Maryland for whom Clarence D. Porter who has offices in the Failing Bldg., Portland is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Union Oil Company of California

ALL STOCK CAR SPEED RECORDS

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon
Oct. 8, 1932.

OCT 11 1932

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: DUNN AND BAKER
Bonded Job 1409

We have been advised Dunn and Baker have been awarded bonded job working near Baker, Oregon, on State contract 1409.

We are contemplating making delivery of petroleum products to subject and desire the following information. Kindly furnish us the full details of the job, job number, amount of job, together with approximate date of completion. We would also like to know the name of the bonding company, the amount of the bond, together with the local agent's name and address who wrote the bond. For your convenience in replying and inclosing this data, you will find attached a self-addressed stamped envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. D. Myer
District Manager.

LC:R

Inc.

FORM 3-A-1 8453 3000 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

SR. 154 D

October 8, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Forrest Cooper,
Box 136,
Baker, Ore.

Dear Sir:

I have been advised by Mr. Shelley of the Drafting Department that they have received right of way descriptions on the Wingville-Lane-Baker Section for checking.

It is assumed from the ties given on the description that there have been ties made to section and lot corners. If you have these ties will you send them in as this information is essential and we should have this information in the Salem office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By H.G.S.

H. G. Smith,
Construction Engineer.

Dictated by
Charles E. Low

CC to
R. H. Baldock ✓

NOTED
[illegible]

September 24, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith five copies of a letter sent to the prospective bidders for the grading and surfacing of the Wingville Lane-Baker Section, Project No. E-254-D, advising of a change in the special provisions for the specifications to cover the "roadside production of crushed stone and gravel."

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

ORTLAND
ETON
BURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 22, 1932

IN REPLY PLEASE
REFER TO FILE NO.

TO PROSPECTIVE BIDDERS FOR THE
GRADING AND SURFACING OF THE
WINGVILLE LANE-BAKER SECTION:

Please make the following changes on sheet No. 9 of the special provisions which appear in your copy of the proposal form for the grading and surfacing of the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

1. In the second paragraph under the subhead "Roadside Production of Crushed Stone and Gravel", cross out the works "Where feasible".

2. In the third paragraph under the same subhead, cross out the words "where feasible".

To eliminate uncertainty as to the application on this project of the provisions given under the subhead "Roadside Production of Crushed Stone and Gravel", we will state that those provisions will apply to all gravel used in the manufacture of crushed gravel for surfacing and crushed gravel for stockpiling, but that they will not apply to gravel used in embankment construction under the designation "gravel topping".

Gravel which is separated into two or more sizes and used part in the surfacing and part in the gravel topping will all be classed as gravel used in the manufacture of crushed gravel and will therefore have to be excavated and loaded by hand or team labor methods.

Very truly yours,

R. H. BALDOCK,

State Highway Engineer.

PR 154 D

September 21, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Wingville-Lane-Baker Section, Project No. 154-D. Five bid proposals, two sets of blueprint plans, and one set of original cross-sections, are being sent under separate cover. The additional blueprint plans required will be mailed to you tomorrow.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/BR.

Encl.

Oregon State Highway Department.

Emergency Constr. Highway
Project No. E-154-B

WINGVILLE LANE-BAKER SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate accompanying plans. Not as basis for project agreement.)

Salem, Oregon, September 21, 1932

Type I Roadway: (Sta. 312/00 to 461/37.4 = 0/00 to Sta. 78/00)

All Required		Clearing & Grubbing		$ 250.00
13,500	cu. yd.	Excavation, Single Classif.	$ 0.18	2,430.00
1,900	yd. sta.	Overhaul	0.02	38.00
100	yd. mi.	Truck Haul	0.12	12.00
16,000	cu. yd.	Special Borrow	0.16	2,560.00
16,000	yd. mi.	Hauling Special Borrow Matls	0.12	1,920.00
54,000	cu. yd.	Gravel Topping	0.30	16,200.00
117,000	yd. mi.	Hauling Gravel Topping	0.12	14,040.00
4,500	cu. yd.	Stripping Gravel Pits	0.30	1,350.00
3,500	cu. yd.	Crushed Gravel Surfacing	1.00	3,500.00
15,200	yd. mi.	Hauling Crushed Gravel	0.12	1,824.00
400	cu. yd.	Filler	0.25	100.00
800	yd. mi.	Hauling Filler	0.12	96.00
1,200	M-Gal.	Sprinkling	2.00	2,400.00
20	cu. yd.	Class "A" Concrete	20.00	400.00
400	lin. ft.	Salvaging Culvert Pipe	0.50	200.00
60	lin. ft.	12" Corr. Galv. Iron Pipe (Ext.)	1.00	60.00
30	lin. ft.	18" Corr. Galv. Iron Pipe (Ext.)	1.50	45.00
10	lin. ft.	24" Corr. Galv. Iron Pipe (Ext.)	2.00	20.00
10	lin. ft.	36" Corr. Galv. Iron Pipe (Ext.)	5.00	50.00
30	lin. ft.	12" Concrete Pipe (Ext.)	1.00	30.00
10	lin. ft.	18" Concrete Pipe (Ext.)	1.50	15.00
10	lin. ft.	24" Concrete Pipe (Ext.)	2.00	20.00
200	lin. ft.	18" Culvert Pipe (New)	1.50	300.00
90	lin. ft.	18" Siphon Pipe (New)	2.00	180.00
260	lin. ft.	24" Siphon Pipe (New)	2.50	650.00

Sub-total, Type I Roadway........... $ 48,690.00
10% Engr. & Cont................. 4,869.00

Total, Type I Roadway............... $ 53,559.00

Length	4.310 miles
Cost per mile	$ 12,426.68

Type II Roadway: (Sta. 78/00 to Sta. 105/00)

All Required		Clearing & Grubbing		$ 50.00
7,500	cu. yd.	Excavation, Single Classif.	$ 0.18	1,350.00
100	yd. sta.	Overhaul	0.02	2.00
5,900	yd. mi.	Truck Haul	0.12	708.00
500	cu. yd.	Special Borrow	0.16	80.00
500	yd. mi.	Hauling Special Borrow Matls.	0.12	60.00
6,000	cu. yd.	Gravel Topping	0.30	1,800.00
13,000	yd. mi.	Hauling Gravel Topping	0.12	1,560.00
500	cu. yd.	Stripping Gravel Pit	0.30	150.00
600	cu. yd.	Salvaging Surfacing Materials	0.50	300.00
300	yd. mi.	Hauling Salvaged Materials	0.12	36.00
600	cu. yd.	Handling Salv. Matls. thru Stockpiles	0.30	180.00
1,000	cu. yd.	Crushed Gravel Surfacing	1.00	1,000.00
800	yd. mi.	Hauling Crushed Gravel, Tr. Meas.	0.12	96.00
100	cu. yd.	Filler	0.25	25.00
200	yd. mi.	Filler Haul	0.12	24.00
300	M-Gal.	Sprinkling	2.00	600.00

Sub-total, Type II Roadway....	$ 8,021.00
10% Engr. & Cont...............	802.10
Total, Type II Roadway	$ 8,823.10
Sub-total, All Work............	$ 56,711.00
10% Engr. & Cont...............	5,671.10
Total, All Work................	$ 62,382.10

Length	0.511 miles
Cost per mile	$ 17,266.34

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		Emerg. Constr. Hwy. Funds.
Type I Roadway	$ 53,559.00	$ 16,067.70	(30%)	$ 37,491.30
Type II Roadway	8,823.10	2,646.93	(30%)	6,176.17
	$ 62,382.10	$ 18,714.63		$ 43,667.47

Type II Roadway: (Sta. 78+00 to Sta. 105+00)

All Required		Clearing & Grubbing		$ 50.00
7,500	cu. yd.	Excavation, Single Classif.	$ 0.18	1,350.00
100	yd. sta.	Overhaul	0.02	2.00
5,900	yd. mi.	Truck Haul	0.12	708.00
500	cu. yd.	Special Borrow	0.16	80.00
500	yd. mi.	Hauling Special Borrow Matls.	0.12	60.00
6,000	cu. yd.	Gravel Topping	0.30	1,800.00
13,000	yd. mi.	Hauling Gravel Topping	0.12	1,560.00
500	cu. yd.	Stripping Gravel Pit	0.30	150.00
600	cu. yd.	Salvaging Surfacing Materials	0.50	300.00
300	yd. mi.	Hauling Salvaged Materials	0.12	36.00
600	cu. yd.	Handling Salv. Matls. thru Stockpiles	0.30	180.00
1,000	cu. yd.	Crushed Gravel Surfacing	1.00	1,000.00
800	yd. mi.	Hauling Crushed Gravel, Tr. Meas.	0.12	96.00
100	cu. yd.	Filler	0.25	25.00
200	yd. mi.	Filler Haul	0.12	24.00
300	M-Gal.	Sprinkling	2.00	600.00

Sub-total, Type II Roadway....	$ 8,021.00
10% Engr. & Cont................	802.10
Total, Type II Roadway	$ 8,823.10
Sub-total, All Work............	$ 56,711.00
10% Engr. & Cont...............	5,671.10
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Type I Roadway	$ 53,559.00	$ 16,067.70 (30%)	$ 37,491.30
Type II Roadway	8,823.10	2,646.93 (30%)	6,176.17
	$ 62,382.10	$ 18,714.63	$ 43,667.47

FORM 2-M-1 5595 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
1932

September 1, 1932.

IN REPLY PLEASE
REFER TO FILE NO. OR 154 D

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing special provisions and estimate of cost on the Wingville Lane-Baker grading project on the Old Oregon Trail in Baker County. The special provisions are to be supplemented with the special provisions required by the United States Department of Agriculture in carrying out the provisions of the emergency relief and construction act.

These provisions should stipulate that all excavation for roadbed embankment between stations 321 and 65 shall be done by team or hand labor methods or both. Excavation between stations 65 and 105 need not be done by team or hand methods as this material must be loaded into trucks and it is not feasible to construct traps or other loading devices due to the small quantities. Special borrow need not be loaded by team or hand methods as this material very probably will come from sources where water would interfere with hand or team loading.

All gravel topping is to be loaded ~~by hand or team methods~~ or both unless wet weather should cuase the water table to rise to a height in the gravel pit or pits which wouldprohibit such loading.

Very truly yours,

WCWillia

Division Engineer.

WCW:OW
Encls.
cc R. H. Baldock.

RECEIVED
SEP 2 - 1932

ust 27, 1932.

Baker County
Old Oregon Trail
Wingville Lane-Baker Section
4.85 miles, Grading.

Estimate of Cost by W. C. Williams, Division Engineer.

Clearing and Grubbing	All			300.00
Excavation, Single Classification	21,000	cu.yds.	.18	3,780.00
Overhaul	2,000	sta.yds.	.02	40.00
Truck Haul	6,000	yd.mi.	.12	720.00
Special Borrow	16,500	cu.yds.	.16	2,640.00
Hauling Special Borrow	16,500	yd.mi.	.12	1,980.00
Gravel Topping	60,000	cu.yds.	.30	18,000.00
Hauling Gravel ~~Topping~~	~~120,000~~	yd.mi.	.10	~~12,000.00~~
Salvage Surfacing Materials	~~4,000~~	cu.yds.	.50	~~2,000.00~~
Hauling Salvaged Surfacing Mtls.	6,000	mi.yds.	.12	~~720.00~~
Handling Salvage through stock pile	4,000	cu.yds.	.20	800.00
Salvage and relay culvert pipe	400	lin.ft.	.50	200.00
12" corr. Galvanized Iron Pipe Extensions	60	lin.ft.	1.25	75.00
18" corr.Galv. Iron Pipe Extensions	30	lin.ft.	1.75	52.50
24" corr. Galv,Iron Pipe Extensions	10	lin.ft.	3.00	30.00
30" corr. Galv.Iron Pipe Extensions	10	lin.ft.	5.00	50.00
12" Concrete Pipe Extensions	30	lin.ft.	1.00	30.00
18" Concrete Pipe Extensions	10	lin.ft.	1.50	15.00
24" Concrete Pipe Extensions	10	lin.ft.	2.00	20.00
18" Culvert Pipe, Alternate Bids	200	lin.ft.	1.50	300.00
18" Siphon Pipe	90	lin.ft.	1.75	157.50
24" Siphon Pipe	260	lin.ft.	2.50	650.00
Class "A" Concrete	20	cu.yds.	20.00	400.00
Sprinkling	1,000	M Gal	2.00	2,000.00
Stripping Topping Mtl.Pits	5,000	cu.yds.	.16	800.00
				$ 47,760.00
Plus 10% for engineering costs and contingencies				4,776.00
				$ 52,536.00

57-41,000

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1¼-3/4 - 1300 13
3/4-½" 1000 10
½-¼ " " 1000 " " 1 1000
¼-10 " " 500 " " 1 500
Earth Filler " 3

August 27, 1932.

RECEIVED
SEP [illegible] 1932

Baker County
Old Oregon Trail
Wingville Lane-Baker Section
4.85 miles, Grading.

Baseall [illegible] Contract #1218

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the Oregon State Highway Commission at the

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the grading of 4.85 miles of highway roadbed on the Wingville Lane-Baker Section of the Old Oregon Trail in Baker County.

The west end of the project is at station 321+00 which station is at mile point 332.15 and is approximately five miles west of Baker. The east end of the project is at station 105 which station is mile point 337 and is at the intersection of Broadway and 10th Streets in the City of Baker.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than March 31, 1933.

---

ification:

from the lower course or courses of the salvaged surfacing shall then be spread over the prepared subgrade at such number of cubic yards per distance of one-hundred feet as the engineer may order and the materials so placed shall be bladed to the width indicated by the plans and to uniform thickness and smooth surface. Salvaged surfacing materials from the upper course or courses of the salvaged surfacing shall then be spread at such number of cubic yards per distance of one-hundred feet as the engineer may order, and the materials so spread shall be bladed to the crown and cross-section indicated in the plans and to a smooth and even surface.

After the salvaged surfacing materials have been placed on the new roadbed, as above specified, they shall be bladed at such frequent intervals as may be necessary to keep them free of ruts and irregularities, and as may be necessary to maintain the surfacing smooth and true to crown and cross-section until such time as all work to be done under the contract is completed.

ification:

On the portion of the project between stations 312+00 and 461+57.4 insufficient borrow material is available for the construction of the roadbed. The additional material required to construct the roadbed on this section will be material truck hauled from pits containing suitable material which material shall consist of gravel or sandy loam obtained from pits designated by the engineer. Such material as is hauled by truck from outside the right of way limits shall be classed as special borrow. All other pay excavation shall be classed as excavation, single classification.

Measurement and Payment:

For the excavating, loading and placing of material truck hauled from designated pits outside the right of way limits and used in the construction of embankment, payment will be made at the price bid per cubic yard for special borrow. For the hauling of special borrow payment will be made at the price bid per yard mile for hauling special borrow, truck measure.

The pay quantities of special borrow will be determined by measurement of the gravel in the trucks to the places of deposit. The pay haul distances on special borrow will be measured in half-mile units and fractional half-miles will be allowed for as full half-miles.

For all other excavation involved in the grading and drainage work (excavation in connection with the salvaging of old surfacing materials and in connection with the construction of gravel topping, excepted) payment will be made at the price bid per cubic yard for "Excavation, Single Classification." The basis of measurement of such excavation, and the basis of measurement and payment for the hauling thereof, will be as specified in the standard specification.

structed has been graded to the required grade and cross-section and has been topped with [redacted] gravel [redacted], as provided in other sections of the contract, the surface of the gravel [redacted] topping shall be bladed to the crown and cross-section called for in the plans and to a smooth and even surface. Salvaged materials from the lower course or courses of the salvaged surfacing shall then be spread over the prepared subgrade at such number of cubic yards per distance of one-hundred feet as the engineer may order and the materials so placed shall be bladed to the width indicated by the plans and to uniform thickness and smooth surface. Salvaged surfacing materials from the upper course or courses of the salvaged surfacing shall then be spread at such number of cubic yards per distance of one-hundred feet as the engineer may order, and the materials so spread shall be bladed to the crown and cross-section indicated in the plans and to a smooth and even surface.

After the salvaged surfacing materials have been placed on the new roadbed, as above specified, they shall be bladed at such frequent intervals as may be necessary to keep them free of ruts and irregularities, and as may be necessary to maintain the surfacing smooth and true to crown and cross-section until such time as all work to be done under the contract is completed.

SALVAGING OF OLD SURFACING MATERIALS

Standard Specification to Apply:

Standard specification for "Salvaging of Old Surfacing Materials," as given in Section 14 of the standard specification form, shall apply on this project, except as supplemented and modified by the provisions which follow.

Sections to be Salvaged:

Old surfacing materials will be salvaged only on ~~that~~ the portion of the project which is between Stations 78 and 105. ~~418 and 461+57, unless an insufficient amount of material is available between these stations to complete construction of the surfacing on the new grade, in which event additional materials will be salvaged as ordered by the engineer between stations 65 and 105.~~

Incorporation of Materials in Work:

The incorporation of the salvaged materials in the work, to which reference is made in the standard specification, shall be understood to include the complete construction of a surfacing on the new grade using the salvaged materials as materials for the new surfacing. The manner in which the surfacing is to be constructed shall be as follows:

After the roadbed on which the surfacing is to be constructed has been graded to the required grade and cross-section and has been topped with ~~[illegible]~~ gravel ~~[illegible]~~, as provided in other sections of the contract, the surface of the gravel ~~[illegible]~~ topping shall be bladed to the crown and cross-section called for in the plans and to a smooth and even surface. Salvaged materials from the lower course or courses of the salvaged surfacing shall then be spread over the prepared subgrade at such number of cubic yards per distance of one-hundred feet as the engineer may order and the materials so placed shall be bladed to the width indicated by the plans and to uniform thickness and smooth surface. Salvaged surfacing materials from the upper course or courses of the salvaged surfacing shall then be spread at such number of cubic yards per distance of one-hundred feet as the engineer may order, and the materials so spread shall be bladed to the crown and cross-section indicated in the plans and to a smooth and even surface.

After the salvaged surfacing materials have been placed on the new roadbed, as above specified, they shall be bladed at such frequent intervals as may be necessary to keep them free of ruts and irregularities, and as may be necessary to maintain the surfacing smooth and true to crown and cross-section until such time as all work to be done under the contract is completed.

SPRINKLING

Under this item the contractor shall furnish, haul and apply water as an aid in compacting the gravel topping materials and constructing the surface of salvaged materials thereon.

The sprinkling shall be done in accordance with the standard specifications for sprinkling as the same is given in Section 13 of the standard specification form.

STRIPPING TOPPING MATERIAL PITS

~~Under this item the contractor will strip over-burden from the pits from which topping materials are excavated. Such stripping shall be disposed of in the bottom of the pit from which materials have previously been taken or at such other places as the engineer may designate. Payment for such stripping will be made at the price bid per cubic yard for stripping topping material pits. The number of cubic yards to be paid for to be determined by cross-section measurement of the over-burned in its original position.~~

Gravel for Crushed gravel to
come from Gravel Deposit
0.9 mile east of Station 78+00

CONTRACT# 1411,

SEE:

CONTRACT# 1395

1411 [illegible]: Contract 1395

CONTRACT#1412,

SEE:

CONTRACT#1264

1412 SEE: Contract 1264 9

CONTRACT#1412,

SEE:

CONTRACT#1327,

1412 [illegible] District [illegible] [illegible]

CONTRACT#1413,

SEE:

CONTRACT#1267,

20-

1413 SFE: Contract 1267

CONTRACT#1415,
SEE:
CONTRACT#1396,

1415 SR : Contract 1396

CONTRACT #1415,
1442,

PR 177-A Miller Cr.-Junction City Sec. 1932
1415
1442

#1442

177-A

UNITED STATES GUARANTEE COMPANY
CASUALTY DEPARTMENT
CHUBB & SON
MANAGERS
90 JOHN STREET
NEW YORK

IN REPLY PLEASE REFER TO

Dooly
& COMPANY
INSURANCE
BOARD of TRADE Building
PORTLAND, OREGON ESTABLISHED (1890)

September 17th, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Attention- H. B. GLAISYER, Secty.

Gentlemen:-

RE: OREGON BRIDGE & DREDGING CO.

Referring to your letter of September 11th notifying us that the Central Heating Company, of Eugene, has made a claim of $27.06 against the above Contractors for Diesel oil furnished.

We enclose herewith copy of letter from the Oregon Bridge and Dredging Company of September 13th; copy of letter from their former Manager- Mr. O. I. Hall, Jr. of the Puget Sound Bridge and Dredging Company dated September 14th, and copy of our letter of this date to the Central Heating Company.

Trusting the matter will now be disposed of to the satisfaction of all concerned, we are

Yours very truly,

DOOLY AND COMPANY
By G. W. Steele

GWS-S
Encls.

Copy for Oregon State Highway Commission

September 17th, 1934.

Central Heating Company,
Eugene, Oregon.

Gentlemen:-

RE: OREGON BRIDGE & DREDGING COMPANY

Referring to your notice given the Oregon State Highway Commission of your claim of $27.06, against the Oregon Bridge & Dredging Company for Diesel oil, which was referred to our office as Agents for the United States Guaranty Company.

We enclose herewith copy of letter written us September 13th by the Oregon Bridge and Dredging Company; also, copy of letter of September 14th from Long Beach California, from Mr. Hall, Jr., former Manager of the Oregon Bridge and Dredging Company, which will be self explanatory. We also enclose their check No. 334 in your favor for $1.06, which was mentioned in the latter letter.

We trust this will straighten out the matter to your satisfaction but if not, suggest you write them further at Long Beach, California.

Yours very truly,

DOOLY AND COMPANY

By

GWS-S

CC- Oregon State Highway Commission

SEP 18 1934

COPY

PUGET SOUND BRIDGE AND DREDGING CO.
General Offices
SEATTLE

Long Beach, California
September 14, 1934

Dooly & Company
Board of Trade Building
Portland, Oregon

Attention Miss Steidle

Gentlemen:

Your letter of September 12th and copies of letters from the Oregon State Highway Commission and Puget Sound Bridge & Dredging Company were forwarded to this office for answer. As you probably know this account is a year old and is not exactly clear in my mind. We tried to have it clarified by asking the Central Heating Company to send us an itemized statement of the account and received a statement that was not itemized and we could not review the case intelligently.

There seems to be a discrepancy in their method of billing. We paid for the oil up to August 16th by check as invoiced to us and at that time received some more oil. After receiving this oil they sent us a bill for drums, cartage, etc. that we do not feel we should pay.

If the Central Heating Company will send us an itemized statement of the account we will be glad to consider this matter, but under the circumstances we are at a loss to now how much of the $27.06 we owe, and do not intend to pay anytning more than $1.06 which is the balance after August 16. We do not know whether this amount is correct or not, however we are inclosing a check which you may hand them as full payment on the account.

Very truly yours,

PUGET SOUND BRIDGE & DREDGING CO.

By O. I. Hall, Jr.

OIH-VB
CC
Central Heating Company

OREGON BRIDGE AND DREDGING CO.

Board of Trade Building

Portland, Oregon

September 13, 1934.

Dooly and Company
Board of Trade Building
Portland, Oregon

Attention Mr. G. W. Steidle

Gentlemen:

Your letter of September 12th, and the Oregon State Highway Commission's letter of September 11th, regarding claim of the Central Heating Company of Eugene, has been received. Both Mr. Hall, the manager, and Miss Barnes, the bookkeeper, have been transferred to the Long Beach office, and we are writing them to give us what information they have.

You will doubtless hear from them direct.

Yours very truly,

OREGON BRIDGE AND DREDGING CO.

By Raymond J. Huff

Raymond J. Huff
MHS

cc: Oregon State Highway Commission
Mr. Hall

Sept. 18, 1934

Dooly & Company
Board of Trade Bldg.
Portland, Oregon

RE: OREGON BRIDGE & DREDGE CO.

Gentlemen:

We are returning herewith your letter of Sept. 17th. with check enclosed. We do not want to settle an account of $27.06 with a payment of $1.06. If our billing is wrong or if there is still some confusion or dispute over the amount owed we will do everything possible to clarify the situation.

I hope you understand our position in the matter and I trust that when you receive our recent letter which past yours of the 17th. in transmittal, that you will be able to straighten this matter out.

It seems as though the drums are the question in dispute. These drums represent cash to us and we see no reason why they should be donated to any contractor unless the oil is priced high enough to cover their cost, which was not the case in this particular transaction.

Yours very truly,
Central Heating Co.

R. P. Dixon, manager

RPD:GG
Enc:
CC--Oregon State Higsway Commission
CC--Oregon Bridge & Dredge Co.

SEP [illegible] 1934

September 11, 1934

Oregon Bridge & Dredge Co.
Board of Trade Bldg. Portland, Ore.

June 10	Oil plus drums & cartage		12 68
July 19	Oil plus drums		69 88
August 12	Credit	56.56	
August 16	Oil		5 06
August 16	Credit on Ret'd drums	4.00	
	Balance Due		$27 06

Septtember 17, 1934

STEIDLE

letter from the
the account of
books. In order
y in our method
letter, I am
ailed to them

ived some oil
nall shipment, the
This amount
disputed
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se the Oregon
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Oc ber 14, 1933

Oregon Bridge & Dredge Co.
Board of Trade Bldg. Portland, Ore.

June 10	110 Gal diesel @ 6¼¢		6	88
	Freight 900 lbs. @ 20¢		1	80
	2 drums @ $2.00		4	00
July 19	702 gal disel @6¼¢		43	88
	13 bbls. @ $2.00		26	00
Aug. 12	Credit given for	$56.56		
			26	00
Aug. 16	81 gal disel @ 6¼¢		5	06
Aug. 16	Credit given for 2 drums @ $2.00	$4.00		
	Balance Due		$27	06

Septtember 17, 1934

STEIDLE

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COPY

September 17, 1934

Dooly & Company
Board of Trade Bldg.
Portland, Oregon

ATTENTION:MISS STEIDLE

Gentlemen:

We have received a copy of the letter from the Oregon Bridge & Dredge Co. regardin the account of $27.06 standing against them on our books. In order to clear up any so called discrepency in our method of billing, as referred to in their letter, I am enclosing a copy of our statements mailed to them on October 14, 1933.

On February 9th. 1933 they received some oil and in April they received another small shipment, the amount of the two sales being $17.06. This amount was paid in May 1933 in full and the disputed account seems to be from that time on. I might state that in the February and April purchase the Oregon Bridge & dredge Co. were billed and their account handled in the same manner as the account was handled during June, July and August transactions.

Referring to the enclosed statement. On June 10th. we show a charge of $12.68 which includes an item of $1.80 freight, and a charge of $2.00 per drum on two oil containers. This is the only transaction in which we delivered the oil ourselves, as in the other deliveries they came in with their own truck. The 20 cent rate for freight charges was the prevailing charge at that time and was the same price they would have paid to any other transfer or truckage company to make delivery.

The next purchase was on July 19th. for an amount of $69.88 which comprises 702 gallons of Diesel oil @ 6½ cents plus a charge of $2.00 per drum on 13 drums. On August 12th. we received their check for $56.56 which left a balance due of $26.00. On August 16th. their truck came to our plant with 4 empty drums, leaving two, and taking back 81 gallons in the other two drums. We show a charge of $5.06 for the oil on August 16th. and a credit of $4.00 for the drums returned. This leaves a balance due of $27.06 which

COPY

is mostly represented by drums.

In all cases where we loan drums we make a charge of $2.00 per drum and state on the invoice that credit will be given when the drums are returned.

All of our transactions with the Oregon Bridge & dredge Co. were carried out on this basis. We do not believe that there is as much of a discrepency in our method of billing as there is in the method which the Oregon Bridge & dredge Co. uses to pay their bills. They have paid for some drums in the transactions of February and April 1933. They have not paid for the drums for the July purchases and they have returned two drums when the August purchases were made.

Trusting that this gives you a clear picture of the case as recorded by the above facts, and thanking you for your courtesy in this matter we remain,

Yours very truly,
Central Heating Co.

R. P. Dixon, manager

RPD:GG
2 Enc:
CC to Puget Sound Bridge & Dredge Co.

#1442

177a

September 13, 1934

Dooly and Company
Board of Trade Building
Portland, Oregon

Attention: Mr. G.W. Steidle

Gentlemen:

Your letter of September 12th, and the Oregon State Highway Commission's letter of September 11th, regarding claim of the Central Heating Company of Eugene, has been received. Both Mr. Hall, the manager, and Miss Barnes, the bookkeeper, have been transferred to the Long Beach office, and we are writing them to give us what information they have.

You will doubtless hear from them direct.

Yours very truly,

OREGON BRIDGE AND DREDGING CO.

By_

Raymond J. Huff
MHS.

cc: Oregon State Highway Commission ✓
Mr. Hall

#1442

177a

September 11, 1934

Central Heating Company
856 Olive Street
Eugene, Oregon

Attention of Mr. R. P. Dixon, Manager

Gentlemen:

Reference is made to your letter of September 10 regarding your claim of $27.06 against Oregon Bridge & Dredging Company, same being for Diesel oil furnished that company in connection with their contract with the State Highway Commission for the grading and paving of the Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties, being known as State Highway Contract No. 1442.

In connection with this project the contractors were required to furnish a surety bond for the protection of claims. This bond was written by the U. S. Guaranty Company for which Dooly & Company are local agents, with offices in the Board of Trade Building, Portland.

If you cannot secure satisfaction from the contractors, we suggest that you take the matter up with the agents of the surety company; you should also file your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, a mimeographed copy of which is enclosed.

In conformance with our usual practice we are today notifying the surety and the contractors of your claim.

Very truly yours,

Secretary

HBG:AJ

September 11, 1934

United States Guaranty Company
Dooly & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been informed that Central Heating Company, [redacted], has a claim in the sum of $27.06 against Oregon Bridge & Dredging Company for Diesel oil furnished that company in connection with its contract with the Oregon State Highway Commission for the grading and paving of the Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties.

According to our records you wrote the surety bond in connection with this job, and we are therefore giving you notice of this claim.

Very truly yours,

Secretary

HBG:AJ

cc Oregon Bridge & Dredging Co.
Board of Trade Building
Portland, Oregon

R. P. DIXON, MANAGER

CENTRAL HEATING COMPANY
CENTRAL STATION STEAM SERVICE
DIESEL AND FUEL OIL, HOGGED FUEL
855 OLIVE STREET
PHONE 1426

EUGENE, OREGON September 10, 1934

State Highway Department
Salem, Oregon

Gentlemen:

We have an account with the Oregon Bridge & Dredge Co. of Portland for the amount of $27.06 which is past due, covering Diesel oil delivered at their job, just North of Junction City.

This oil was furnished during July and August of 1933. We have sent them numerous bills and statements and have had no reply regarding the unpaid balance.

We are writing to find out if the Oregon Bridge & Dredge company were bonded on this job or if there are any means of protection for small accounts like the one we have to cover materials furnished on a State Highway job. Anything that can be done to help us collect this amount will be greatly appreciated. Thanking you in advance for your courtesy in this matter we remain,

Yours very truly,
Central Heating Co.

R. P. Dixon
R. P. Dixon, manager

RPD:GG

FORM 2-E-1 14790 1000 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 1, 1934.

Mr. A. G. Enright
1410 High Street,
Eugene, Oregon.

Dear Mr. Enright:

Receipt is acknowledged of your communication of May 24, in reference to a settlement on the Miller Creek Bridge.

We have tried to be fair in reference to this matter, and I wish to assure you that we have treated you exactly the same as we have treated all other contractors handling similar jobs. It is noted that you had to wait forty days for your treated material from the St. Helens plant, and that the timber was sawed at Longview and shipped to St. Helens for treatment, all of which caused delay. It is regrettable of course that this delay occurred, but this is something over which this department had no control, and our records indicate that we used every possible effort to speed up our end of the work.

Permit me to call your attention to the fact that contract was awarded to you on September 28, 1932. We heard nothing from you until October 6, when we wrote you asking when you would start work. On October 8, we sent you a list of the treated piling needed for the job. On October 16, you asked us to make up framing details for the treated timber. These details are drawings which the contractor himself agrees to make. We could not make details or shop drawings for you any more than we could for any other contractor; and the contract and specifications particularly and specifically set forth the fact that these drawings must be prepared by the contractor and submitted to us for approval. We therefore informed you of this fact.

On October 26, we received framing details from the McCormick Lumber Company. They were approved and returned on November , just four days after being received. There were no revisions in the plans except a few minor changes which were made at the request of the McCormick Lumber Company in order to simplify their shop work. From the above, therefore, you will see that this office did everything we could to hurry up the work.

Mr. A. G. Enright, #2

The next paragraph of your communication sets forth the fact that some of your handrail spindles were rejected after they were shipped to the job. This is true, but the rejection was made because the pieces which were received on the job were not suitable for use. This is exactly the same procedure that is followed in every other contract. No material, regardless of its inspection at the plant is accepted at the job unless it is suitable for use. Otherwise the state would be assuming the entire responsibility for any damage or deterioration in shipment.

You state that the McCormick Lumber Company required you to pay out $56.00 in advance before theywould get out additional rail members for you. In this connection, I wish to point out that while this may have caused you additional expense, it is something entirely between you and the lumber company and nothing over which we have any control.

You also call attention to the fact that you were required to come back and remove the old structure after the completion of the work on the new bridge. This statement is entirely correct; however, you will recall that you sent us a bill for $50.00 to cover this additional cost. This bill was approved by this department, and $50.00 was deducted from the charge which had been previously assessed against you for engineering.

You further call attention to the fact that after conference with Mr. Washburne you were granted a further $50.00 deduction. In this statement I think you are in error. The $50.00 deduction which Mr. Washburne mentioned was granted by the Highway Commission to compensate you for the extra cost of moving back to the job. In other words, there was but one $50.00 deduction instead of two.

We are attaching herewith voucher for your signature. The amount due you is $93.24 whereas the amount which you state as being due you in your recent communication is $143.40, or a difference of approximately $50.00. This discrepancy is due to the fact that you include two $50.00 deductions whereas only one was every made by the Highway Commission.

This matter has been discussed a number of times with the State Highway Commission, and definitely passed upon. This department is without authority to make any changes without express authority from the Commission so to do.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr. Baldock

March 8, 1934

Mr. A. G. Enright
1410 High Street
Eugene, Oregon

Dear Sir:

Reply is made to your letter of February 10, directed to Mr. Carl G. Washburne, State Highway Commissioner, in which you set forth your claim for additional compensation in connection with your contract for the construction of the Miller Creek Bridge on the West Side Pacific Highway, between Junction City and Monroe, and requesting additional payment in the sum of $283.40.

Your letter had the attention of the State Highway Commission at its last meeting, held on Tuesday of this week, at which time the merits of your claim were discussed fully with the Engineer.

The Commission feels that you have been justly dealt with in connection with this contract and that under the circumstances you are not entitled to further compensation; therefore, refuses to rescind the action previously taken.

Very truly yours

Secretary

HBG:AJ
c.c. W. A. Reeves, 4/18/34

REFERRED TO
G. Laiyer
By State Highway Engineer
For Com. meeting

March 1, 1934.

Mr. R. H. Baldock

No

I am attaching herewith letter from Mr. Enright to Mr. Washburn in which Mr. Enright states that he has not received his final estimate on the Miller Creek Bridge.

Mr. Enright has not received his estimate because he refuses to take it. Mr. Enright's refusal is based on several grounds:

1. He objects to the penalty which we assessed him for engineering.
2. He asks special reimbursement because we rejected some handrail spindles which were cracked and unsuitable for use.

In regard to the first item, our records show that Mr. Enright worked 13 days in February, 6 days in March, 7 days in April and 4 days in May. It was necessary to keep an inspector available during all this time which expense would not have been necessary had he pushed his work to completion. The only engineering charged to Mr. Enright was for the actual time the inspector was on this work. The amount of this charge was $136.35; however, in order to allow for some extra expense to which the contractor was put in the removal of the old bridge due to the fact that the grading contractor had not completed, this cost for engineering was reduced $50.00 by the State Highway Commission. If the Commission so desires, they can of course, make a further reduction in this assessment for engineering costs.

In regard to Mr. Enright's second claim, there is, of course, no justification for this whatsoever. The handrail spindles were not suitable for use and were therefore rejected. We attempt to secure the best possible mill inspection for all material, but our specifications reserve to us the right to reject any material delivered to the job which is found unsuitable. It may be that these spindles were cracked or became checked in transit. We have no knowledge of this, and furthermore, it is nothing which particularly concerns us. They were not fit for use and therefore we rejected them by exactly the same procedure as that adopted on any job.

In summary, therefore, the only possible adjustment would be for the Commission to rescind their original action and waive the full penalty instead of part of it. This would increase Mr. Enright's estimate by $86.35.

C. B. McCullough

CBM:AP

REFERRED TO
Glazier
By State Highway Engineer

Forward to
com. meeting

Eugene, Oregon
Feb. 10, 1934

~~REFERRED TO~~
~~McCullough~~
~~By State Highway Engineer~~ [illegible]
re this

Mr. Carl Washburn,
Highway Commission
Salem, Oregon

Dear Mr. Washburn:

I have not received the final estimate on the Miller Creek Bridge yet, owing to a misunderstanding aboutthe amount due me.

I started that job by driving the piling about ten days after the contract was let. Then I had to wait 40 days for the timbers to come from St. Helens. The order was given for them when I got the piling. This delay was caused by the Bridge Dep't. in that the plans were revised and several days lost in rechecking shop details from St. Helens.

Then the timbers were sawed at Longview, Washington, and a long time was taken to get them out and treated. Then a big flood came and as the water was up to the bottom of the caps for 15 days we had to wait. I finished the bridge in Jan. & Feb. except for some of the handrail that was condemed by Mr. Paxson and Mr. Wanless. I went back on the McCormick people for replacement, but Mr. Wilson, of the cresoting Dep't. said that the handrail was inspected and accepted at the plant at St. Helens by a representative of the Bridge Dep't. and they refused to replace any of it unless it was paid for again. So I paid in full plus cartage. I had to wait four weeks for it to be made The bridge was finished completely May 4, 1933. It stood there until September waiting for the fills and pavement to be put in by some contractor. In August, about the 29th, I received a letter from Mr. Reeves ordering me to complete my contract by removing the steel bridge. I finished the removal September 12th. Had to leave my work at Cannon Beach and come back to Monroe and remove the old bridge. Owing to a cut or a channel change having been made, I was at a considerable extra cost in removing the steel bridge. The Bridge Dep't however, realizing the conditions allowed me $50. extra on my contract price of $70. for removing the old structure. Then I received a letter from Mr. Glazier, Sec'y. of the Highway Commission asking me to make application for an extension of time and stating reasons. This I did. At the next meeting of the Highway Commission my application for an extension of time was read. The Bridge Engineer recommended it be allowed providing I paid extra engineering costs. The extension was granted unamiously. $136 was assessed however, and I refused to accept it. At the next meeting it was reduced $50.

You can see that I did not need an extension of time as I did not have a chance to get at the job except as I have stated. On May 4th the bridge was completed and there it stood in the weeds until September before I was allowed to remove the steel bridge. No engineer appeared at anytime while I was removing the old bridge. Mr. Wanless, the engineer on my job was building the St. Marys River bridg at Corvallis (Lindstrom & Fiegenson), and bridges at Junction City with Montag & Son, besides my bridge at Miller Creek.

On my last estimate $109.40 was retained from bridge work done. My contract price to remove the old bridge was $70, and to this $50 is to be added and the handrail expenses for replacement is $54. That totals to 283.40 Can I be allowed this just amount and have this settled?

I will appreciate your consideration of this matter,

Yours respectfully,
A. G. Enright

177-a

January 23, 1934

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of January 22nd, we are enclosing herewith excerpts from the minutes of the meetings on March 15, 1933, and November 14, 1933, of the State Highway Commission, these excerpts covering the action taken by the Commission in extending the time to complete the work under Contract 1415.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It appears that a time extension was granted to A.G.Enright, contractor, on Oregon E-177-A. If this is the case, will you please forward copies of the minutes of the Highway Commission regarding this matter, as the excess Federal Aid Funds allotted to this project must be released to provide an unobligated balance of F.A.Funds large enough to cover the amount of these funds requested for NRH 78-B.

The final voucher will be held in this office pending receipt of this information.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

January 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In connection with the final voucher for Project No. N-377-A, it has been noticed that the copies of Price Agreement No. 2 were not submitted with the copies of the final voucher. We are, accordingly, enclosing herewith the necessary copies of the price agreement.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

#1415

177-2

November 22, 1935

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1415 for the construction of a bridge over Miller Creek on the West Side Pacific Highway in Benton County near Monroe has been completed by the contractor, A. G. Enright, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 2, 1935.

The State has been advised of the claim of the Chas. R. McCormick Lumber Company in amount $[illegible],116.90 for material furnished. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid will be $5,636.49 including the final payment.

Very truly yours,

Secretary.

Dist. by J. McFarland.

177-a

October 31, 1933.

Mr. R. H. Baldock

Herewith request for an extension of time on the Miller Creek Bridge, Contract No. 1415, A. G. Enright, contractor. Accompanying this request is the consent of surety and report by G. S. Paxson.

We have previously granted Mr. Enright an extension of time but recommended certain charges for engineering. The present request is to cover an additional period necessitated by virtue of the fact that the contractor could not remove the old bridge until the grading was completed on the new line.

No inconvenience was caused to traffic and there were no additional engineering charges. This extension is merely for the purpose of clearing the record, and I therefore recommend that it be granted without penalty or charge for engineering other than the charge already made.

C. B. McCullough

CBM:AP
CC Mr. Glaisyer

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

177-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

October 30, 1933.

IN REPLY PLEASE REFER TO FILE NO.
20 PX

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

Your letter to Mr. Chandler of October 19th, asking for a statement in explanation of the overrun on the Junction City paving contract, has been referred to me for reply.

I have made an analysis of the final cost as shown charged against this job, in the total amount of $90,144.42, and have deduced the following facts:-

Certain items are charged against the contract which, as far as this office has any knowledge, should not be so charged, viz:- right of way items; state force bridge betterment work; charge for a porcupine roller which should be offset by the credit when it was returned; and an overcharge for paving materials for the state paving crew used on other work which will be credited to this job. Subtracting these amounts, there is an evident overrun of $2,358.80 which is made up of the following items:

Engineering overrun	$ 873.31
State force paving work	750.08
Contract items	735.41
Total overruns	$2,358.80

Considering the fact that this job was a paving contract and ran over the winter, consuming the better part of a year, engineering costs seem not unreasonable, being approximately 7½%. The state paving plant work authorized in the amount of $1,600.00 to make the connection with the black top pavement at the north end of the new concrete pavement and the resurfacing of the reconstructed bridge just south of the junction in Junction City overran, as above stated, $750.08. This work involved the tearing out of a much larger area of the old black top than was anticipated, due to reversing the existing super elevation. The old pavement was melted up and used in this new construction. It

October 30, 1933.

was, of course, a very essential betterment and had to be carried to completion. The actual cost of this work was appreciably less than the amount charged against the job, due to the moving charges that had to be absorbed.

Contract items, though underrunning in some instances, overran on the final total to the amount of $735.41. It was indicated by the semi-final estimate and quantity summary sheet submitted by the resident engineer that the total of money involved in the contract would not greatly exceed the allotment as indicated in the set-up, with authorized additions. It so happens, however, that the final estimate after being checked and corrected in the Salem office accounts for all this overrun in the contract items.

Attached hereto is a statement of costs, showing in some detail the various items explained above.

Yours very truly,

F. D. Eason

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. H. G. Smith
Mr. Wm. E. Chandler

JUNCTION CITY PAVING JOB COST DATA

	Set-up	Final Estimate	Overrun
Contract items	$ 75,418.00	$ 76,145.65	$ 735.41
Contingencies $3,030.) Authorized increase 1,675. (	4,705.00	5,462.84	750.08
Engineering	4,552.00	5,425.31	873.31
Total	$ 84,675.00	$ 87,033.80	$2,358.80

Overruns

Engineering	$ 873.31		
Authorized state force black top connections	750.08	$ 90,144.42	Total cost of project as shown on records. See note*
Contract items	735.41	3,110.62	
	$ 87,033.80	$ 87,033.80	

* Porcupine roller charged	$ 91.00	and returned for like credit
Right of way purchase & lease	875.00	
State force bridge betterment	1,966.13	No order against contract passed through Division office
Traffic control of same	1.92	
Overcharge on state force paving work	176.57	
	$3,110.62	

#1415

177-a

October 20, 1933

Mr. A. C. Enright,
1410 High Street,
Eugene, Oregon.

Dear Sir:

On September 17th we received a letter from you requesting an extension of time to Septm,ber 15th on your Contract No. 1415 - Bridge over Miller Creek near Monroe in Benton County.

Will you kindly secure the consent of your Surety on the bond furnished in connection with the above contract to the extension of time and forward it to this office so that we can close our file.

Very truly yours,

Secretary.

Dict. by J. McFarland.

177-a

October 19, 1933

Mr. F. E. Chandler
Highway Division Engineer
Office

Dear Sir:

This is to call your attention to the fact that the final cost of the Miller Creek-Junction City paving project is approximately $5,250 in excess of the project authorization, and this is a condition which should not have been allowed to come about.

If you will submit a request for an increase in the authorization, together with a statement of the conditions which have made the over-run in cost necessary, we will give consideration to its approval, but we wish it to be understood that over-runs of authorizations are not to be permitted in the future, and that where projects cannot possibly be completed within the originally authorized amount, authority for exceeding the original set-up is to be obtained before the over-run is incurred.

Failure to take care of these matters in accordance with instructions will constitute cause for the dismissal of the individuals who are responsible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

#1442

177-a

October 17, 1933

United States Guarantee Company,
Dooly & Company, Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1442 for the construction of the Miller Creek-Junction City Section of the West Side Pacific Highway in Benton and Lane Counties has been completed by the contractors, Oregon Bridge & Dredging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 27th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $79,089.65 including the final payment. Of this amount $815.75 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

177a

September 29, 1933

Mr. W. H. Lynch, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of September 23rd, including negatives of your photographs illustrating present condition of the through transverse expansion joints in the Junction City Paving, NRM No. 177-A.

We purposely deferred pouring these joints until the advent of cooler weather for the reason that when the pavements are constructed in cold weather, the subsequent expansion forces out the asphalt and passing cars track this material over the concrete surface giving it a discolored and unsightly appearance.

You may rest assured that the joints will all be carefully cleaned by the use of hand rakes and compressed air after which the joints will be poured flush with the pavement.

With relation to your last paragraph, advise that the 120' expansion joints close up approximately half of their opening during hot weather. The pavement never returns to the original position because subsequent contraction opens up the contraction joints and from there on the contraction joints operate partially as contraction joints and partially as expansion joints. The rough edge of the contraction joint operates to prevent the slab from raising or lowering and, of course, this movement is controlled in the expansion joints by the shear bars across the joint.

I was very much impressed by the results obtained by this specification, using the 120' expansion joints and 15' dummy joints, as evidenced by the experience of the city of Seattle during the past five years. This method apparently quite effectively controlled the cracking. However, if the joints were filled immediately after the construction operation, the excess of asphalt would be forced onto the pavement as previously described.

I agree with you that we should make the joints watertight after curing, but I do not believe they should be filled flush on account of the action as above described. Would appreciate your further consideration of this matter.

Very truly yours,

State Highway Engineer

RHB:HI

cc: J. N. Bishop
H. G. Smith
S. H. Probert

[illegible]
[illegible]

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 23, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are enclosing one print each of our negatives Nos. 23659-23660 and 23661, showing the present condition of the through transverse expansion joints in the Junction City Paving, ECMP No. 177-A. This condition is typical of practically every transverse expansion joint in the project.

The approved specifications and special provisions state that "After the pavement has cured, all dirt, dust and other objectionable matter shall be removed from the joint, and the space at the top of the joint shall be filled with asphalt, etc." If this specification had been followed, the condition shown by these pictures could not have developed.

We insist that on present and future paving jobs involving Federal cooperation, that the approved specification be followed and the joints cleaned and filled upon completion of curing.

Very truly yours,

W. H. LYNCH
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E. 177-A, Miller Creek Junction City Sec. of West Side Pacific Highway, was made by a representative of this office on 9-15-33. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Form 388—4M—8-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending September 16, 1933

Section	Miller Creek Junction City	Kind of work	Grading and Paving
Highway	West Side Pacific	Section prefix	20PX 177-a
Contractor	Oregon Bridge and Dredging Co.	Contract number	1442
Date of contract	Nov 18, 1932	Date of completion	August 24, 1933
Date work started	Nov 22, 1932	Estimated date of completion	, 193
Amount of contract	$ 75418.00	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering costs to date, $ 5008.16, 6.64 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked Saturday finishing up final records of this job. Records sent to Salem on Monday Sept. 18th.

NOTED SMITH

SEP 21 1933

Res Engr

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1415

177-a

September 15, 1935

Mr. A. G. Enright
1410 High St.
Eugene, Oregon

Dear Sir:

Please be advised that the time limit on your contract #1415 for the construction of a bridge over Miller Creek near Monroe on the West side Pacific Highway in Benton County expired on June 15, 1935. According to our records this contract was not completed until September 15, 1935. Please forward your application for an extension of time on this contract at your earliest convenience so that it will not be necessary to hold up the payment of your estimates. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours

Secretary

JM:bl
cc Bridge Department.

177-a

August 19, 1933

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention of Mr. Fred G. Reed

Gentlemen:

Reply is made to your letter of August 16 concerning Contract No. 1415 with A. G. Enright for the construction of a bridge over Miller Creek near Monroe.

Our records show that the contract is completed and that the traffic is using the bridge; however, the contractor has not yet removed the old bridge, which work is part of the contract.

According to the records we have paid Mr. Enright the sum of $5,543.25 todate; the retained percentage is $109.59.

Very truly yours

Secretary

HBG:AJ

#1415
[illegible]

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
AUG 17 1933
OREGON

August 16, 1933

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

In re: Contract No. 1415, Bridge No. 1588
A. G. Enright.

Gentlemen:

Will you kindly advise us if the above captioned contract has been completed and if so the total amount of the job?

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reed

FCR:LP

FORM 5-A-1 [illegible]

COMMISSIONERS
[illegible] M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

77-a

OREGON STATE HIGHWAY COMMISSION
SALEM

July 15, 1935

NOTED
State Highway Engineer

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. B. O. Johnson,~~
~~Resident Engineer,~~
~~Corvallis, Ore.~~

Dear Sir:

Attention is called to the fact that your Field Engineer's Weekly Report for the two weeks ending July 1st and 8th have not been received for the Miller Creek-Junction City Section.

Since it has been requested that these Weekly Reports be in the Salem office the early part of each week, will you kindly forward them at your earliest opportunity.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
Wm. E. Chandler

FORM 2-D-1 4495 1M 3-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM, OREGON

June 12, 1933.

Oregon Bridge & Dredging Company,
Board of Trade Building,
Portland, Oregon.

3 PM
20 PX

Attention: Mr. A. B. Harr.

Dear Sir:

In answer to your request for an extension of time sent to Mr. Glaisyer, wish to advise that I can see no reason why we should not give you the requested extension on the Miller Creek-Junction City section if you are sure at this time that it will be necessary.

On the Milwaukie-Oregon City section it would be my idea that you would be through with this section by July 15th.

There should be no question of your receiving the time extension that you desire to finish these two projects, provided, of course, your normal progress is maintained, which I am sure that you intend to do.

Will you please, therefore, send in at once the consent of your surety for the extension of your contract on the Miller Creek-Junction City section, contract #1442, and will recommend that this contract be extended to August 15th.

If you care to, you may also send the permission of your surety for the extension on your other project between Milwaukie and Oregon City, and it will be put through if found necessary.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. H. B. Glaisyer ✓
Mr. F. D. Eason
Mr. H. G. Smith

OREGON BRIDGE AND DREDGING CO.

BOARD OF TRADE BUILDING
PORTLAND, OREGON

H. W. McCurdy
President
O. Ingalls Hall, Jr.
Vice President & General Manager
Raymond J. Huff
Secretary & Treasurer

June 6, 1933

RECEIVED
JUN [illegible] - 1933
OREGON

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

Referring to our letter of June 2nd requesting extension of time of thirty days on our contracts for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway and Miller Creek-Junction City Section of the West Side Pacific Highway and in reply to your letter of June 5th, 1933 concerning the above requests, we plan to have the major items of work on both of the above projects completed prior to July 15th, barring unforseen emergencies.

On the Milwaukie-Oregon City project, the Jennings Lodge Section was released to us June 3rd by the grading contractor. This hold up has delayed us for quite a period.

The Junction City project will possibly be delayed due to flood waters from the Willamette River. Therefore we seek protection after July 15th if conditions warrant.

Yours very tryly,

OREGON BRIDGE & DREDGING COMPANY

ABH-VB

By A. B. Harr

June 5, 1933

Oregon Bridge & Dredging Co.
Board of Trade Building
Portland, Oregon

Attention of Mr. O. Ingalls Hall, Jr. Manager

Gentlemen:

This acknowledges receipt of your two letters dated June 2, 1933 requesting extensions of time of thirty days on your contracts for the construction of the Milwaukie-Oregon City Section of the East Portland-Oregon City Highway, and the Miller Creek-Junction City Section of the West Side Pacific Highway.

Our records show that the time limits on these contracts have already been extended by the State Highway Commission to July 15, 1933. I am wondering whether it is now your desire to secure an additional thirty-day extension which would place the time limit to August 15. It would seem to us that the additional extension is not necessary at the present time. Will you please advise?

Very truly yours

Secretary

HBG:AJ

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. E-177-A

POST OFFICE BUILDING
PORTLAND, OREG.

April 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
APR 22 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Caufield
E. J. Caufield
Highway Engineer.

Encl.

Hwy. 13697

Form P. R. 2

State Oregon

Project No. E-177, Section A

RECEIVED
APR 22 1933
OREGON
STATE HIGHWAY COMMISSION

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of February, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 15th day of May, 1932, a project statement, which was approved by the Secretary on the 9th day of August, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 27th day of September, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-six thousand, six hundred forty-three and 81/100 dollars ($26,643.81) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act (Include amount, date, and citation of approved July 31, 1932 (Public No. 302, 72nd Congress), and any part thereof not act of legislature by which authorized) provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 70+00 in the SE¼ of Sec.34, T 14 S, R 5 W, and survey station 405+85.0 in the NW¼ of Sec.33, T 15 S, R 4 W, W.M., at junction with Oregon F.A.P. 105-B near Junction City (excepting therefrom the portion between survey stations 121+00 and 303+50)

, length 2.904 miles, in Benton & Lane Countyies, being Section A of Oregon Federal Aid project No. E-177, consisting of 2.853 miles of roadway and 5 bridges, each of more than 20 feet clear span, 0.083 of a mile in length. known locally as the Miller Creek-Junction City section of the West Side Pacific Highway between official control points Corvallis and Junction City.

BUREAU OF PUBLIC ROADS
RECEIVED
[illegible] 24 1933

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will, on those portions of the project between Stations 70 and 131 and between 303+50 and 310 widen to 20 feet the pavement which is to be used in place, and upon the remainder of said portions it will place a surfacing 20 feet in width which will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) It is mutually agreed that any and all construction work in connection with the proposed improvement of the project already performed or completed and now in place, and on which no Federal Aid is requested, shall be subject to the inspection and approval of the Secretary or his authorized agents.

(d) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $76,998.70, Federal Aid $23,099.61, five bridges, approved estimate $11,814.00, Federal Aid $3,544.20.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-six thousand, six hundred forty-three and 81/100 dollars ($ 26,643.81), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-eight thousand, eight hundred twelve and 70/100 dollars ($ 88,812.70), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1937.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of April, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

#1415

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-177-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 88,812.70 as the total estimated cost of said project, and the sum of $ 36,643.81 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

APR 10 1933

Done at the city of Washington, this .... day of ....

one thousand nine hundred and ....

R. G. Tugwell

Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—1020

#1415

177-a

March 28, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 27 enclosing copies of notice of claim against the surety bond furnished by A. G. Enright in connection with State Highway Contract No. 1415, construction of a bridge over Miller Creek on the West Side Pacific Highway in Benton County.

Copies of the notice are being mailed today to the contractor and his surety.

Very truly yours

Secretary

AJ

March 28, 1935

Aetna Casualty & Surety Company
% Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed with the Secretary of State by Chas. R. McCormick Lumber Company against the surety bond furnished by A. G. Enright in connection with State Highway Contract No. 1415, construction of a bridge over Miller Creek on the West Side Pacific Highway in Benton County.

The claim is in the sum of $1116.90 and is for materials furnished to the contractor.

This information is given you as you appear as surety on Mr. Enright's bond.

Very truly yours

Secretary

AJ

cc A. G. Enright
1410 High St.
Eugene, Ore.

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

March 27, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We received and filed as of March 25, 1933, a notice of claim by Chas. R. McCormick Lumber Company for materials furnished in the sum of $1116.90 against the bond taken from A. G. Enright, principal, and Aetna Casualty & Surety Company, surety, for work on the Pacific Highway, State Highway contract No. 1415.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

Secretary of State

HM
Enc. 3

RECEIVE
MAR 28 1933
OREGON
STATE HIGHWAY COMM

COPY

CHAS. R. MC CORMICK LUMBER CO.
of Delaware

McCormick Terminal
Foot of Irving Street
Portland, Oregon

March 24, 1933.

The Hon. Hal E. Hoss, Secy State
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Chas. R. McCormick Lumber Co. has a claim for Creosoted material in the sum of $882.61 against the bond taken from Metropolitan Casualty Insurance Co. of New York for work on Three frame trestles on the Long Creek Flowers Gulch section of the Pendleton-John Day Highway in Grant County awarded to R. H. Jones, State Highway contract #1448.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.
Auditing Dept.

By C. W. Phellers
Auditor.

CWP-M

Endorsed: File No.2226
Filed March 25, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
MAR 28 19

#1415

177-a

March 25, 1933

Mr. Geo. A. Mercer, Ahjuster,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of March 24th we wish to advise that the A. G. Enright contract No. 1415 for the construction of a bridge over Miller Creek on the West Side Pacific Highway near Monroe, was approximately 75% complete on February 10th. The total amount paid to date on this contract is $2,755.90 and the retained percentage is $305.85.The estimated date of completion of this contract is May 15, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1415
Benton

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

March 24, 1933

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Re: Contract #1415 - A. G. Enright

Dear Sir:

Will you please advise us the present status of this contract with particular reference to the amount of work completed, the amounts paid the contractor, the amount of the retained percentage and the estimated date of completion.

Yours very truly,
George A. Mercer, Adjuster
By Carl V. Mautz

CVM V

Pd. Feb. 10 - $2,755.90
Retd $305.83
Earned $3061.73

75%

March 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer now to your letter of March 10th inquiring as to the Highway Commission's plans for the surfacing of those portions of the Miller Creek-Junction City Project (F. A. Project E-177-A) on which no surfacing is to be placed under the present contract.

We are sorry to have to advise that our plans for the surfacing of the portions referred to are at present very indefinite. Anticipating a continuance of the federal aid program and the availability of at least a limited amount of state funds for highway construction work, we had planned to pave these portions and to widen the existing bituminous pavement between Stations 87+50 and 104. We had thought that we might also be able to widen the existing pavement between Stations 119 and 307. We have not yet entirely abandoned these plans, but unless federal aid funds are forthcoming within the next few months, it does not appear that we will be able to finance the paving work this year.

In the event federal aid funds are not made available, we will endeavor to open the units between Stations 70 and 87+50 and between Stations 307 and 310 to traffic by topping the new roadbed with pit-run gravel and placing thereon some form of oiled wearing surface. Between Stations 104 and 119, the traffic can be routed over the existing paved roadway until such time as funds with which to go ahead with the paving work are available.

If you can suggest a better procedure in this situation, we will be pleased to hear from you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 30, relative to Oregon Emergency Construction Highway Project E-177-A.

On the plans submitted for this project there are several sections, such as Sta. 70 to Sta. 87+50; Sta. 104 to Sta. 119; Sta. 307 to Sta. 310, where grading only is called for. It is such sections on which we requested information in our letter above referred to. We would appreciate it very much if this information could be submitted at your early convenience.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Miller Ck - Junction City.

Answered by
Mr. Baldock
about March 15th

RECEIVED
MAR 11 1933

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 30, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Oregon Em.Construc.Hwy.Project E-177-A

We are forwarding herewith three copies of proposed project agreement for signature and return to this office. Enclosed also is an approved copy of the estimate upon which the project agreement was based, together with approved specifications.

When returning the agreement will you please advise us as to the State's intention for surfacing the sections which are graded only under this contract.

Very truly yours,

Miller Creek - Junction City

W H Lynch
W. H. LYNCH
District Engineer.

Encls.

RECEIVED
JAN 30 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 23, 1933

RECEIVED
JAN 24 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the voucher submitted on Oregon Emergency Construction Highway Project E-177-A, in the amount of $9,907.65.

While the voucher claims Federal Funds for both roadway and bridge items, the face of the voucher has been prepared as though only roadway items were being claimed.

In order to expedite payment of Emergency Construction Highway Funds, we are recommending payment of the voucher as submitted. The next voucher should show on the face thereof the customary segregation between roadway and bridge sections.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

178-a

January 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, the estimate to accompany specifications for the Koegle Creek, Dean Creek and Hinsdale Slough Section, Emergency Project No. E-178-A, has been revised and we are enclosing herewith six copies of the revised estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

C. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Project No. E-178-A

KOEPKE SLOUGH, DEAN CREEK AND HINSDALE SLOUGH BRIDGES ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, January 21, 1933.

ROADWAY

Hinsdale Slough Unit

Culvert (Contract Prices)

450	cu. yds.	Excavation	$ 3.00	$ 1,350.00
50	" "	Excavation below plans	1.00	50.00
1,100	lin. ft.	Foundation Piling	0.32	352.00
130	cu. yds.	Class "A" Concrete	17.25	2,242.50
12,000	lbs.	Metal Reinforcement	.047	564.00
2	M-FBM	Lumber and Timber	100.00	200.00
All Required		Remove Old Bridge		50.00
				$ 4,808.50

Roadway (Estimated Prices)

All Required		Clearing and Grubbing		$ 800.00
20,000	cu. yds.	Class "A" Excavation	.35	7,000.00
250	" "	Class "B" Excavation	.30	75.00
34,000	yd. mi.	Truck Haul	.15	5,100.00
70	lin. ft.	18" Asphalt-Coated Corr. Iron Pipe	3.00	210.00
1,350	cu. yds.	Screened Gravel Surfacing	2.00	2,700.00
180	cu. yds.	Filler	.40	72.00
180	yd. mi.	Hauling Filler	.20	36.00
30	M-Gals.	Sprinkling	2.00	60.00
				$16,053.00
				$20,861.50

Koepke Slough Unit:

Culvert (Contract Prices)

500	cu. yds.	Excavation	3.00	$ 1,500.00
50	" "	Excavation below plans	1.00	50.00

1,700	lin. ft.	Foundation Piling	$0.32	$ 544.00
200	cu. yds.	Class "A" Concrete	17.32	3,450.00
18,000	lbs.	Metal Reinforcement	.047	846.00
3	M-FBM	Lumber and Timber	100.00	300.00
All Required		Remove Old Bridge		50.00
				$ 6,740.00

Roadway (Estimated Prices)

All Required		Clearing and Grubbing		$ 400.00
250	cu. yds.	Class "B" Excavation	$ .30	75.00
12,000	" "	Class "C" Excavation	.25	3,000.00
6,000	yd. mi.	Truck Haul	.15	900.00
650	cu. yds.	Screened Gravel Surfacing	2.00	1,300.00
70	cu. yds.	Filler	.40	28.00
70	yd. mi.	Hauling Filler	.20	14.00
10	M-Gals.	Sprinkling	2.00	20.00
				$ 5,737.00
				$12,477.00
		Sub-total, Roadway		$33,338.50
		10% Engr. & Cont.		3,333.85
		Total, Roadway		$36,672.35

Length of Hinsdale Unit 1,403.90 ft.
" " Koepke Unit 678.33 ft.

Total length, roadway 2,082.23 ft. 0.394 miles

Cost per mile- - - - - - - $93,077.03

BRIDGE

Dean Creek Bridge and Earth Approaches (Contract Prices)

1,800	lin. ft.	Port Orford Cedar Piling	$0.35	$ 630.00
10	M-FBM	Lumber and Timber	57.00	570.00
150	lin. ft.	Trestle Superstructure	18.00	2,700.00
47	lin. ft.	Timber Superstructure on Steel Span	14.25	669.75
36,000	lbs.	Structural Steel	.0425	1,530.00
12	cu. yds.	Mortar Rubble Masonry	8.00	96.00
All Required		Removal of Old Br. & Maint. Traffic		450.00
500	cu. yds.	Grading Approaches	0.55	275.00
300	yd. mi.	Truck Haul	0.10	30.00
300	cu. yds.	Gravel Topping	2.25	675.00
		Sub-total		$7,625.75
		10% Engr. & Cont.		762.57
		Total- - - - -		$8,388.32

Length of Bridge	191.0 ft.	.036 miles
" " Earth App.	629.0 "	.119 "
Total length	820.0 "	.155 "

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Rev. Funds
Roadway	$ 36,672.35	$ 11,001.70 (30%)	$ 25,670.65
1 Br. & Earth Approchs.	8,388.32	2,516.50 (30%)	5,871.82
	$ 45,060.67	$13,718.20	$ 31,542.47

JANUARY
Eighteenth
1933

Mr. W. M. Lynch, District Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for grading of the roadway approaches at Koepke Slough and Hinsdale Slough Culverts. Five bid proposals for the work are being sent under separate cover. We are likewise sending five sets of blueprint plans to replace those sent to you previously. The revised plans show changes made in the location of the culverts, and likewise, the roadway items appearing on the quantity Summary Sheet have been changed to conform to those which are given in the bid proposal.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME
Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-178-A

HUNTER SLOUGH, BEAR CREEK AND HINSDALE SLOUGH BRIDGES ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, January 18, 1933.

ROADWAY

Hinsdale Slough Unit

Culvert (Contract Prices)

600 ~~450~~	cu. yds.	Excavation	$ 3.00	$ 1,350.00
100 ~~50~~	" "	Excavation below plans	1.00	50.00
1400 ~~1,100~~	lin. ft.	Foundation Piling	0.32	352.00
140 ~~130~~	cu. yds.	Class "A" Concrete	17.25	2,242.50
16000 ~~12,000~~	lbs.	Metal Reinforcement	.047	564.00
1.5 ~~8~~	M-FBM	Lumber and Timber	100.00	800.00
0 All Required		Remove Old Bridge		50.00
				$ 4,800.50 5665.-

Roadway (Estimated Prices)

All Required		Clearing and Grubbing		$ 800.00
20,000	cu. yds.	Class "A" Excavation	$ 0.35	7,000.00
70	" "	Filler	0.40	28.00
70	yd. mi.	Hauling Filler	0.20	14.00
10	M-Gals.	Sprinkling	2.00	20.00
				$ 5,737.00
				$12,477.00

Sub-total, Roadway	$33,338.50
10% Engr. & Cont.	3,333.85
Total, Roadway	$36,672.35

Length of Hinsdale Unit	1,403.90 ft.	
" " Koepke Unit	678.33 ft.	
Total length, Roadway	2,082.23 ft.	0.394 miles
Cost per mile....................................		$93,077.83

BRIDGE

Dean Creek Bridge and Earth Approaches (Contract Prices)

1,800	lin. ft.	Port Orford Cedar Piling	$ 0.35	$ 630.00
10	M-FBM	Lumber and Timber	57.00	570.00
150	lin. ft.	Trestle Superstructure	18.00	2,700.00
47	" "	Timber Superstructure on Steel Span	14.25	669.75
36,000	lbs.	Structural Steel	.0425	1,530.00
12	cu. yds.	Mortar Rubble Masonry	8.00	96.00
250	cu. yds.	Class "B" Excavation	0.30	75.00
34,000	yd. mi.	Truck Haul	0.15	5,100.00
70	lin. ft.	18" Asphalt-Coated Corr. Iron Pipe	3.00	210.00
1,350	cu. yds.	Screened Gravel Surfacing	2.00	2,700.00
180	" "	Filler	0.40	72.00
180	yd. mi.	Hauling Filler	0.20	36.00
30	M.-Gals.	Sprinkling	2.00	60.00
				$ 16,053.00
				$ 20,861.50

Koepke Slough Unit:

Culvert (Contract Prices)

500	500	cu. yds.	Excavation	$ 3.00	$ 1,500.00
150	50	" "	Excavation below plans	1.00	50.00
2400	1,700	lin. ft.	Foundation Piling	0.32	544.00
250	200	cu. yds.	Class "A" Concrete	17.32	3,450.00
23000	18,000	lbs.	Metal Reinforcement	.047	846.00
75	3	M-FBM	Lumber and Timber	100.00	300.00
0	All Required		Remove old Bridge		50.00
					$ 6,740.00 10,626.75

Roadway (Estimated Prices)

All Required		Clearing and Grubbing		$ 400.00
250	cu. yds.	Class "B" Excavation	$ 0.30	75.00
12,000	" "	Class "C" Excavation	0.25	3,000.00
6,000	yd. mi.	Truck Haul	0.15	900.00
650	cu. yds.	Screened Gravel Surfacing	2.00	1,300.00

All Required		Removal of Old Bridge and Maint. Traffic		$450.00
500	cu. yds.	Grading Approaches		
300	yd. mi.	Truck Haul	$0.55	275.00
300	cu. yds.	Gravel Topping	0.10	30.00
			2.25	675.00
			Sub-total	$7,625.75
			10% Engr. & Cont.	762.57
			Total..........	$8,388.32

Length of Bridge	191.0 ft.	.036 miles
Length of Earth Approaches	629.0 ft.	.119 miles
Total length	820.0 ft.	.155 miles

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	[illegible] County Highway Funds
Roadway	$36,672.35	$11,001.70 (30%)	$25,670.65
1 Br. & Earth Apprchs.	8,388.32	2,516.50 (30%)	5,871.82
	$45,060.67	$13,718.20	$ 31,542.47

Ordinance 178 PR 177-A

~~RESOLUTION~~

WHEREAS, State Highway No. **8** of the State of Oregon, known as the **West Side Pacific** Highway, is routed through the City of **Junction City**, **Lane** County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: **Ivy Street from the north copperate limits southerly to a point which is approximately 48 feet south of the south line of 17th Street.**

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of **Junction City** will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of **Junction City**, **Lane** County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. **8** of the State of Oregon, known as the **West Side Pacific** Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of **Junction City, Lane** ~~x~~, County, Oregon, this 9th day of June 1933.

Attest:

Mayor.

C H Bling
City Recorder.

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of **Junction City**, **Lane** County, Oregon, on the 9th day of June 1933 at the regular meeting of said Common Council.

Dated this 9th day of June, 1933.

C H Bling
City Recorder.

177-02

December 27, 1932

Oregon Bridge & Dredging Co.
Board of Trade Building
Portland, Oregon

Gentlemen:

Under separate cover we are sending you for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the grading and paving of the Miller Creek-Junction City Section of the West Side Pacific Highway

Very truly yours

Secretary

AJ

December 22, 1932

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Miller Creek-Junction City Section, Project No. E-177-A.

In accord with instructions given to us by Mr. Davis, the south end of this project has been established at the edge of the pavement (assumed as nine feet from the center-line) on project No. 105-B instead of at the center-line connection of the two projects. Sheets number 1, 2-A and 8 have been revised to conform with this change and four blueprint copies of each are being sent to you under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/GS
Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-177-A

MILLER CREEK-JUNCTION CITY SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN BENTON AND LANE COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 17, 1932

ROADWAY

Type I - Grading (Sta. 70+00 to Sta. 121+00; Sta. 303+50 to Sta. 310+00)

All Required		Clearing & Grubbing		$ 277.66
16,000	cu. yds.	Excavation, Single Classification	0.24	3,840.00
11,000	yd. sta.	Overhaul	0.03	330.00
600	yd. mi.	Truck Haul	0.15	90.00
100	lin. ft.	12" Concrete Pipe	1.50	150.00
			Sub-total	$ 4,687.66
			10% Engr. & Cont.	468.76
			Total....................	$ 5,156.42

Type II Roadway-Grading and Concrete Paving (Sta. 310+00 to Sta. 405+85)

All Required		Clearing & Grubbing		$ 463.12
44,400	cu. yds.	Excavation, Single Classification	$0.24	10,656.00
22,000	yd. sta.	Overhaul	0.03	660.00
24,400	yd. mi.	Truck Haul	0.15	3,660.00
170	lin. ft.	18" Concrete Pipe	2.00	340.00
40	" "	24" " "	3.50	140.00
22,350	sq. yds.	Portland Cement Concrete Pavement	1.82	40,677.00
1,850	lin. ft.	Expansion Joints	.20	370.00
10,650	" "	Contraction Joints	.03	319.50
1,190	only	Dowels	0.22	261.80
14,700	lbs.	Tie Bars & Reinforcement	.04	588.00
1,800	cu. yds.	Screened Gravel in Shoulders	2.00	3,600.00
1,160	" "	Crushed " " "	2.10	2,436.00
350	" "	Filler	0.50	175.00
350	yd. mi.	Hauling Filler	0.15	52.50
				$ 64,398.92

1-18' Span Trestle, Sta. 314

220	lin. ft.	Creosoted Piling	$0.65	$ 143.00
6	M-FBM	Creosoted Lumber	57.50	345.00
15	cu. yds.	Class "D" Concrete	13.00	195.00
3,200	lbs.	Metal Reinforcement	.04	128.00
45	lin. ft.	Composite Handrail	2.25	101.25
				$ 912.25

Sub-total, Type II	$ 65,311.17
10% Engr. & Cont.	6,531.12
Total, Type II..............	$ 71,842.29

BRIDGE OVER 20' SPAN

Trestle, Sta. 326

420	lin ft.	Creosoted Piling	$0.65	$ 273.00
12	M-FBM	Creosoted Lumber	57.50	690.00
42	cu. yds.	Class "D" Concrete	13.00	546.00
9,600	lbs.	Metal Reinforcement	.04	384.00
124	lin. ft.	Composite Handrail	2.25	279.00
				$2,172.00

Trestle, Sta. 364

320	lin. ft.	Creosoted Piling	$ 0.65	$ 208.00
8	M-FBM	Creosoted Lumber	57.50	460.00
29	cu. yds.	Class "D" Concrete	13.00	377.00
6,400	lbs.	Metal Reinforcement	.04	256.00
87	lin. ft.	Composite Handrail	2.25	195.75
				$1,496.75

Trestle Sta. 380

320	lin. ft.	Creosoted Piling	0.65	208.00
8	M-FBM	" Lumber	57.50	460.00
29	cu. yds.	Class "D" Concrete	13.00	377.00
6,400	lbs.	Metal Reinforcement	0.04	256.00
87	lin. ft.	Composite Handrail	2.25	195.75
				$1,496.75

Trestle Sta. 384+50

320	lin. ft.	Creosoted Piling	0.65	208.00
8	M-FBM	Creosoted Lumber	57.50	57.50
29	cu. yds.	Class "D" Concrete	13.00	377.00
6,400	lbs.	Metal Reinforcement	0.04	256.00

87	lin. ft.	Composite Handrail	$2.25	$ 195.75
				$1,406.75

Miller Slough Bridge

1,000	lin. ft.	Creosoted Trestle Piling	$ 0.78	$ 780.00
20	M-FBM	Creosoted Lumber & Timber	50.00	1,000.00
76	cu. yds.	Class "B" Concrete	14.00	1,064.00
16,500	lbs.	Metal Reinforcement	.0375	618.75
218	lin. ft.	Composite Handrail	2.50	545.00
All Required		Removal of Old Bridge	70.00	70.00
				$ 4,077.75

Sub-total, bridges	$ 10,740.00
10% Engr. & Cont.	1,074.00
Total..................	$ 11,814.00

Length of Type I Roadway	1.069 miles
" " Type II Roadway	1.783 "
" " 5 Bridges	.052 "
Total length	2.904 "

Cost per mile Type I Roadway	$ 4,823.59
" " " Type II "	40,292.92

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	[illegible] Terr. Funds
Type I Roadway	$ 5,156.42	$ 1,546.93 (30%)	$ 3,609.49
" II "	71,842.28	21,552.68 (30%)	50,289.60
Total, Roadway	$76,998.70	$23,099.61	$53,899.09
5 Bridges	11,814.00	3,544.20 (30%)	8,269.80
	$ 88,812.70	$ 26,643.81	$ 62,168.89

State Funds for Construction: Chap. 175, laws 1917; Chap. 32, laws 1920
" " " Maintenance: Chap. 41, laws 1927.

November 4, 1932.

Mr. W. H. Lynch, District Engr.,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate accompanying plans for the Miller Creek-Junction City Section Project E-177-A. Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER
Incls.

Oregon State Highway Department.

Emergency Construction
Proj. No. E-177-A.

MILLER CREEK-JUNCTION CITY SECTION OF THE WEST SIDE PACIFIC HIGHWAY IN BENTON AND LANE COUNTIES

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, November 4, 1932.

ROADWAY

Type I - Grading, (Sta. 70+00 to 121+00; Sta. 303+50 to 310+00)

All Required		Clearing and Grubbing		$ 200.00
16,000	cu. yds.	Excavation, Single Classification	$ 0.35	5,600.00
11,000	yd. sta.	Overhaul	0.02	220.00
600	yd. mi.	Truck Haul	0.15	90.00
100	lin. ft.	12" Concrete Pipe	1.20	120.00
		Sub-total		$ 6,230.00
		10% Engr. & Cont.		623.00
		Total................		$ 6,853.00

Type II - Grading and Concrete Paving (Sta. 310+00 to 407+22.8)

All Required		Clearing and Grubbing		$ 800.00
44,400	cu. yds.	Excavation, Single Classification	$ 0.35	15,540.00
22,000	yd. sta.	Overhaul	0.02	440.00
24,400	yd. mi.	Truck Haul	0.15	3,660.00
170	lin. ft.	18" Concrete Pipe	2.00	340.00
40	" "	24" " "	2.50	100.00
22,350	sq. yds.	Portland Cement Concrete Pavement	1.80	40,230.00
1,850	lin. ft.	Expansion Joints	0.20	370.00
10,650	" "	Contraction Joints	0.05	532.50
1,190	Only	Dowels	0.25	297.50
14,700	lbs.	Tie Bars & Reinforcement	0.05	735.00
1,800	cu. yds.	Screened Gravel in Shoulders	1.25	2,250.00
1,160	" "	Crushed " " "	1.50	1,740.00
350	" "	Filler	0.50	175.00
350	yd. mi.	Hauling Filler	0.15	52.50
				$ 67,262.50

1 - 19' Span Trestle, Sta. 314

220	lin. ft.	Creosoted Piling	$ 0.70	$ 154.00
6	M-FBM	Creosoted Lumber	60.00	360.00

15	cu. yds.	Class "D" Concrete	$16.00	$ 240.00
3,200	lbs.	Metal Reinforcement	0.045	144.00
45	lin. ft.	Composite Handrail	2.50	112.50
				$ 1,020.50
		Sub-total, Type II		$ 68,273.00
		10% Engr. & Cont.		6,827.30
		Total, Type II		$ 75,100.30

BRIDGES OVER 20' SPAN

Trestle, Sta. 326

420	lin. ft.	Creosoted Piling	$ 0.70	$ 294.00
12	M-FBM	Creosoted Lumber	60.00	720.00
42	cu. yds.	Class "D" Concrete	16.00	672.00
9,600	lbs.	Metal Reinforcement	0.045	432.00
124	lin. ft.	Composite Handrail	2.50	310.00
				$ 2,428.00

Trestle, Sta. 354

320	lin. ft.	Creosoted Piling	$ 0.70	$ 224.00
8	M-FBM	Creosoted Lumber	60.00	480.00
29	cu. yds.	Class "D" Concrete	16.00	464.00
6,400	lbs.	Metal Reinforcement	0.045	288.00
87	lin. ft.	Composite Handrail	2.50	217.50
				$ 1,673.50

Trestle, Sta. 380

320	lin. ft.	Creosoted Piling	$ 0.70	$ 224.00
8	M-FBM	Creosoted Lumber	60.00	480.00
29	cu. yds.	Class "D" Concrete	16.00	464.00
6,400	lbs.	Metal Reinforcement	0.045	288.00
87	lin. ft.	Composite Handrail	2.50	217.50
				$ 1,673.50

Trestle, Sta. 384+50

320	lin. ft.	Cre[illegible] Piling	$ 0.70	$ 224.00
8	M-FBM	Cre[illegible]ber	60.00	480.00
29	cu. yds.	Clas[illegible]crete	16.00	464.00
6,400	lbs.	Metal [illegible]ement	0.045	288.00
87	lin. ft.	Composit[illegible]rail	2.50	217.50
				$ 1,673.50

Miller Slough Bridge

1,000 lin. ft.	Creosoted Trestle Piling	$ 0.78	$ 780.00
20 M-FBM	Creosoted Lumber & Timber	50.00	1,000.00
76 cu. yds.	Class "D" Concrete	14.00	1,064.00
16,500 lbs.	Metal Reinforcement	0.0375	618.75
218 lin. ft.	Composite Handrail	2.50	545.00
All Required	Removal of Old Bridge	70.00	70.00
			$ 4,077.75

Sub-total, Bridges	$ 11,526.25
10% Engr. & Cont.	1,152.62
Total..................	$ 12,678.87

Length of Type I Roadway	1.069 miles
" " " II "	1.809 "
" " 5 Bridges	.052 "
Total length	2.930 "

Cost per mile, Type I Roadway	$ 6,410.66
" " " " II "	$41,514.81

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Rev. Funds
Type I Roadway	$ 6,853.00	$ 2,055.90 (30%)	$ 4,797.10
Type II Roadway	75,100.30	22,530.09 (30%)	52,570.21
	$ 81,953.30	$ 24,585.99	$ 57,367.31
5 Bridges	12,678.87	3,803.66 (30%)	8,875.21
	94,632.17	28,389.65	66,242.52

R177a

December 10, 1932.

Mr. Charles A. Hardy,
U. S. National Bank Bldg.,
Eugene, Oregon.

Dear Sir:

Reference is made to your letter of December 1st, addressed to State Highway Commissioner Carl G. Washburne, in which letter you request, for the Eugene Sand and Gravel Company, permission to consign to the State Highway Commission the shipments of gravel and sand to be used by the Oregon Bridge & Dredging Company under that company's contract for the grading and paving of the Miller Creek-Junction City Section of the West Side Pacific Highway.

The State Highway Department has no objection to the shipments being made as outlined in your letter, but, as our connection with this matter is through the Oregon Bridge and Dredging Company, it will be necessary that we have a letter from that company requesting permission to have the shipments so handled, and agreeing to protect the State Highway Commission against any claims that may be made against it by the railway company or any others, by reason of the shipments having been so made. The letter should also make a definite statement to the effect that all shipments are to be prepaid and that no charges will be made against the State Highway Commission.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER
cc Mr. Carl G. Washburne

cc Mr. W. E. Chandler

SCOTT, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CARL G. WASHBURNE, COMMISSIONER
BROADWAY AND WILLAMETTE STREETS
EUGENE, OREGON

December 2, 1932

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I telephoned Mr. McCullough about the enclosed letter today.

Very truly yours,

Carl G. Washburne
Carl G. Washburne

W:J

RECEIVED
DEC 1932

REFERRED TO
Probert
By State Highway Engineer

Can this be done? If so, please handle it.
R.H.B.

CHARLES A. HARDY
ATTORNEY

UNITED STATES NATIONAL BANK BUILDING
TELEPHONE 167

EUGENE, OREGON December 1, 1932

Mr. Carl Washburne
State Highway Commissioner
Eugene, Oregon

Dear Sir:

The Eugene Sand & Gravel Company has the opportunity to furnish the sand and gravel for the paving of the Junction City Cut-off from the West side highway to the East side highway. This has to be delivered by rail to the Oregon Bridge & Dredging Company.

The Eugene Sand & Gravel Company desires to ship the material to the State Highway Commission as consignee and the freight will be prepaid and the Eugene Sand & Gravel Company will receive payments only from the Oregon Bridge & Dredging Company for the material.

The reason that it is desired to have the bill of lading run to the State Highway Commission is that the Southern Pacific Company is entitled to make a rate for public work and is not prepared to put on a published rate to apply to shipments for other purposes. The EugeneSand & Gravel Company will lodge with you or with the Commission any requirement that the Commission may make as to holding the Commission harmless from any responsibility for the freight or payment for the material as we will look to the Oregon Bridge & Dredging Company and the surety on their bond for payment for the material, and will take care of the freight ourselves.

The permission of the Highway Commission to so consign the sand and gravel will be in the public interest and in no way involve the Commission in any liability whatsoever.

Yours very truly,

Charles A Hardy
Attorney for Eugene Sand & Gravel Co

CAH/.

OR 177a

November 19, 1932

Oregon Bridge & Dredging Co.
Board of Trade Building
Portland, Oregon

Gentlemen:

At a special meeting of the State Highway Commission held yesterday on November 18, 1932, the State Highway Commission officially awarded to you the contract for the grading and paving of the Miller Creek-Junction City Section of the West Side Pacific Highway in Lane County, at the bid price of $75,418.00 submitted by you at the Commission meeting held on November 2.

The contract forms are now being prepared covering this project and will be forwarded to you within the next few days.

In the meantime, you may consider this letter as your authority to commence construction operations immediately.

Very truly yours,

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 14, 1932

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract, as of this date, for Oregon Emerg. Constr. Highway Project E-177-A, Miller Creek-Junction City section of the West Side Pacific Highway, to the Oregon Bridge & Dredging Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

177a

October 24, 1932

Mr. A. G. Enright,
1410 High Street,
Eugene, Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the constructionof a bridge over Miller Creek on the West Side Pacific Highway, in Benton County.

Very truly yours,

Secretary

AJ

177a
R

October 24, 1922

Mr. A. G. Enright,
1410 High Street,
Eugene, Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Miller Creek on the West Side Pacific Highway, in Benton County.

Very truly yours,

Secretary

AJ

CONTRACT#1417,
1648, 1649,

PR 181-A Necanicum-North Fork Sec. 1932

1417-1648-1649 [redacted]

181aBe8

COST DATA----FINAL REPORT

Wolf Creek Highway, Necanicum-Elsie Section, Regrading and Surfacing, Contract No. 1648, Prefix 4-1006

Saxton & Looney, Contractors
Carl A. Peterson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Earning
Clearing & Grubbing	$ 834.21	All			$ 1,000.00
Fell Danger Trees	759.99	1,133 diam ft.	0.67	1.00	1,133.00
Excavation, Single Class.	11,239.30	42,936.8 cu. yds.	0.26	0.59	25,332.71
Truck Haul	5,714.33	22,515.9 Yd.Mi.	0.25	0.18	4,052.86
6" Porous Tile	135.08	284 L.F.	0.476	1.00	284.00
12" Concrete Pipe	39.71	39 L.F.	1.02	1.10	42.90
18" Concrete Pipe	29.25	15 L.F.	1.95	2.20	33.00
Place Concrete Pipe	27.30	39 L.F.	0.70	1.00	39.00
Rock Back fill in drains	26.40	22 C.Y.	1.20	1.75	38.50
Rip Rap	438.23	242.12 C.Y.	1.81	2.00	484.24
Base Material Surf.	14,978.92	15,453.5 C.Y.	0.97	1.00	15,453.50
Top Material Surf.	14,531.95	13,828 C.Y.	1.09	1.00	13,828.00
Haul Surface Material	4,369.98	53,292.5 Y.M.	0.082	0.12	6,395.10
1"-0 Crushed in S.P.	2,816.60	3,426.53 C.Y.	0.82	0.85	2,912.55
Haul Crushed in S.P.	625.31	6,408 Y.M.	0.098	0.10	640.80
1½-3/4 Crushed in S.P.	305.26	387.83 C.Y.	0.78	0.90	349.05
3/4-1/2 Crushed in S.P.	775.52	924.05 C.Y.	0.845	1.10	1,016.45
1/2-1/4 Crushed in S.P.	780.41	930.9 C.Y.	0.845	1.23	1,145.01
Screen Rejects	56.02	224.08 C.Y.	0.25	0.25	56.02
Haul Crushed Rock, PA #1	656.82	6,245.8 Y.M.	0.105	0.10	624.58
4-1½ Crushed, PA #2	723.99	1,047.73 C.Y.	0.695	0.85	890.57
Force Work	2,249.40				2,418.59
	$ 62,114.03				$ 78,168.41

Gross Earnings	$ 78,168.41
Total Cost	62,114.03
Net Profit	$16,054.38

Net Profit Equals 20.5% of Gross Earnings

NOTED
State Highway Engineer

COST DATA--FINAL REPORT

Wolf Creek Highway, Necanicum-Elsie Section, Regrading and Surfacing
Contract No. 1648, Prefix 4-1006

Saxton & Looney, Contractors
Carl A. Peterson, Resident Engineer

DETAILS OF COST

Labor:		
Labor	$ 20,740.60	
State Industrial Accident Insurance	1,941.81	
Supervision	2,888.90	
		$ 25,571.31
Materials:		
6" Drain Tile	34.08	
12" Concrete Pipe	23.79	
18" Concrete Pipe	18.00	
		75.87
Equipment Rental, Gas, Oil & Grease, Misc. Expense:		
Equipment Rental	$ 12,357.18	
Gas, Oil & Grease (Excluding trucks)	4,653.69	
Truck Rentals (Incl. Gas, Oil & Grease)	9,262.35	
Powder	1,982.81	
Chargeable Repairs	2,190.53	
Small Tools & Supplies	510.75	
Freight & Cartage	729.13	
Parts & Materials for Crusher set-ups	1,539.93	
Miscellaneous Expense	500.64	
Insurance	344.10	
Portland Office	1,500.00	
Bond 1% Gross Earned	781.68	
Materials used in Force work	114.06	
		$ 36,466.85
GRAND TOTAL		$ 62,114.03

Cost Data on Crushing 35,996 cubic yards of rock
Necanicum-Elsie Section——Wolf Creek Highway

Saxton & Looney, Contractors
Carl A. Peterson, Resident Engineer

	Cost	Quantity	Unit Cost
Move in set-up	$ 4,411.43	35,996.52 cubic yards	$ 0.1225
Shoot & Blow	2,398.28	" " "	0.066
Load & Haul Crusher	5,290.96	" " "	0.146
Crush & Load Trucks	9,071.72	" " "	0.252
Overhead	2,377.27	" " "	0.066
Dead Haul	2,327.22	" " "	0.065
	$ 25,876.88		0.7175

35,996.52 cubic yards of crushed rock were produced in about 697 hours operating time or an average of 53 cubic yards per hour.

The plant was first set up at Bjorteland Quarry 3 miles south of west end of job on Oregon Coast Highway. 13,171 cubic yards of rock were produced from this set-up, which was all hauled 3 miles dead haul and up hill to place of deposit. This quarry was selected because there was already about 5,000 cubic yards of rock down and a high faceof dice rock. Shooting this 13,171 cubic yards cost only $0.04½ per cubic yard. June 14th, the contractor started moving his crushing plant to Humbug Creek, about 3 miles from east end of job, across the creek from originally designated quarry. This expensive set-up was done by hand labor without aid of shovel, which was broken down. 22,825.25 cubic yards were produced from this set-up.

The crushing plant consisted of one 12" Telsmith Gyratory Crusher, one Scalping Screen, one 8" Gyratory, 1 Vibrating Screen, 1-80 H.P. Atlas Diesel 1-50 H.P. McCormack Deering Diesel necessary belts and Bunkers, one 7/8 yd. Bucyrus Shovel and two 3-yd. trucks.

REMARKS:

This job was bid October 1st, 1934; work started October 4, 1934 and was completed September 28th, 1935.

The job consisted of removal of slides, disposal of danger and fallen trees, crushing, hauling and placing of 11.28 miles of surfacing material, crushed rock in stock piles and some additional drainage.

The prices bid for excavation and surfacing materials were out of balance. 0.35 would have been a fair price for excavation instead of .59. $1.30 to $1.35 would have been a fair price for surfacing material instead of $1.00. Excavation overran the estimate about 13,000 cubic yards.

Excavation was carried on during October and November, 1934, with 3 cats and bulldozers and a 3/4 yd. gas shovel and trucks. In the spring excavation was carried on with a 3/8 cu. yd. shovel, small trucks, and placed with a 30 H.P. cat and bulldozer.

Crushed rock for west end of job was produced from Bjorteland Quarry requiring an up hill haul of all material plus a 3 mile dead haul, instead of down hill haul as contemplated from designated quarry near Station 195+00. Surfacing was completed to Station 196+50 from Bjorteland Quarry, and remainder from quarry 3 miles from east end of job.

Preparation of grades and placement of surfacing was done with a 50 H.P. cat and pull grader, a pneumatic tired maintainers and 2-10 ton gas rollers.

Good equipment was used and the job was well managed.

E. H. Clymer
Cost Analyst
By Rasol Miles.

181aBeD

June 25, 1936

Saxton & Looney
324 Henry Bldg.
Portland, Oregon

Gentlemen:

We find, upon investigation, that you were not notified of the action taken by the State Highway Commission on your request of August 19, 1935 for an extension of time in which to complete your contract for regrading and surfacing Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County. There follows an excerpt from the minutes of the State Highway Commission meeting held on September 26, 1935 covering this matter:

"Saxton & Looney, contract No. 1648 for regrading and surfacing Necanicum-Elsie Section of the Worl Creek Highway in Clatsop County, requested an extension of time of 30 days from August 31 to September 30, 1935, within which to complete this contract. They gave as their reason for the delay that the work was handicapped by inclement weather and they were required numerous times during the progress of the work to suspend operations because of wet weather conditions. The Engineer advised that the reason given by the contractors for the delay in completing the contract within the time specified is correct; that heavy rains greatly increased the amount of slide material to be removed and that at times work had to be stopped entirely because of the bad condition of the hauling road. He further advised that progress on this job was very satisfactory during periods when no interference was caused by inclement weather. The general public, he said, has not been inconvenienced by the delay, neither has the state incurred any great amount of extra engineering expense. He recommended that the extension be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote."

This information is given you simply to complete your records on this subject.

Very truly yours,

Secretary

DP

181ABCC

November 21, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1648 for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County has been completed by the contractor, Saxton & Looney, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 30th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $78,168.41 including the final payment. Of this amount $2,418.59 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

181 ACC-D

November 7, 1935.

Shell Oil Company
1220 S. W. Morrison Ave.
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In response to your inquiry of November 5, you are advised that the Saxton & Looney Contract No. 1648, Necanicum-Elsie Section in Clatsop County was completed on September 28. This contract was accepted on October 16, 1935.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

#1648

SHELL OIL COMPANY
1220 S.W. MORRISON AVE.
PORTLAND, OREGON
TELEPHONE ATWATER 7321

November 5, 1935

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: Saxton & Looney Job 1648

Will you kindly advise us whether Saxton & Looney Bros. Job 1648 in the Necanicun Elsie Section of Clatsop County has been completed. If so, please give us the completion and acceptance dates of this job.

For your convenience, we enclose a stamped and addressed envelope.

Yours very truly,

RER. MT

SHELL OIL COMPANY

FRANK J. HORNER
Division Credit Manager

181-ABC II

October 18, 1935.

United States Fidelity & Guaranty Co.
G. B. Eckles, Agent
Porter Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton & Looney, Contract No. 1648, for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County.

This payment will be made on or after October 28, 1935.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:CE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 14, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. NRH 181-A (1935) Necanicum-North Fork Section, Wolf Creek Highway, Clatsop County, , was made by a representative of this office on **October 11, 1935** . Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Eon

E. H. Clymer

Baldock

182 ABC

Cost Analysis--Final Report Oct. 6, 1935

Pendleton John Day Highway, Forest Boundary - Long Creek Section, 17.28 Miles Surfacing, Contract 1651, Prefix 12-1004, Wren & Greenough Contractors, J. B. Weaver, Resident Engineer.

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Removing Slide Material	3804.45	9797.5 Cu. Yd.	0.39	0.35	3429.13
Hauling Slide Material	395.85	2813 Yd. Mi.	0.14	0.12	337.56
Base Material (4" - 2½")	45794.30	32249.5 Cu. Yd.	1.42	1.47	47406.77
Top Material (' - ¼")	33196.05	23377.5 Cu. Yd.	1.42	1.47	34364.93
Screenings (¼" - 0)	4095.54	2884 Cu. Yd.	1.42	1.40	4037.60
Filler	1205.75	4823 Cu. Yd.	0.25	0.25	1205.75
Hauling Filler	1869.20	21002.5 Yd. Mi.	0.089	0.10	2100.25
Sprinkling	1716.70	1689 M. Gal.	1.02	2.00	3378.00
Crushed Rock in Stodk Pile	2231.40	3031.8 Cu. Yd.	0.736	1.00	3031.80
Hauling to Stock Pile	644.80	7246.6 Yd. Mi.	0.089	0.12	869.59
Screenings in Stock Pile	450.65	1802.6 Cu. Yd.	0.25	0.25	450.65
Haul Screenings to S. P.	28.85	144.2 Yd. Mi.	0.20	0.12	17.30
Stock Pass Excavation as per Price Agreement	55.50	242.8 Cu. Yd.	0.23	0.60	145.68
Force Account #1 (Clear S. P. Sites)	57.75				59.17
Force Account #2 (Clean Up & Shoot over hanging rock	348.00				343.02
Mess House and Lodging	4159.66				3812.72
Rock Sold to County	2765.00	2400 Cu. Yd.	1.15	1.377	3305.00
	102,819.45				108,294.92

Gross Revenue	$108,294.92
Total Cost	102,819.45
Net Profit	5.475.47

Net Profit Equals 5% of Gross Revenue

NOTED
State Highway Engineer

E. H. Clymer

Cost Analysis--Final Report Oct. 6, 1935

Contract 1651. Prefix 12-1004

Details of Cost

Labor		
Labor	$30,693.50	
Supervision (Martin Connley at $530.00 per month	3,719.41	
Supervision (Bookkeeper & Timekeeper)	1,184.26	
State Industrial Accident Insurance	2,928.49	
		$38,525.66
Equipment Rental, Supplies, and Misc.		
Equipment Rental	$29,175.00	
Gas, Oil, and Grease	17,272.00	
Explosives	3,050.97	
Repairs on Crusher	3,774.86	
Freight & Cartage, Move In & Out	2,323.49	
Supplies, Small Tools & Misc.	1,028.15	
Drill Steel & Drilling Supplies	265.95	
Lumber & Hardware for Crusher Erection	747.36	
Office Supplies, Telephone & Misc.	373.84	
Overhead Expense	598.19	
Bond and Insurance	1,041.62	
Interest Paid on Bank Loans	333.09	
Camp Rental	150.00	
Mess House & Lodging Expense	4,159.66	
		$64,294.18

Cost Grand Total $102,819.84

E. H. Clymer

Cost Analysis--Final Report Oct. 6, 1935

John Day Pendleton Highway, Forest Boundary-Long Creek Section, 17.28 Miles Surfacing, Contract 1651, Prefix 12-1004

Showing the unit cost of the various operations of crushing and incorporating crushed rock into surfacing.

	COST	QUANTITY	UNIT COST
Move Equipment in & out	3163.05	63941 Cu. Yd.	0.049
Set Up Crusher	3505.96	"	0.055
Strip Drill & Sheet Quarry	7551.19	"	0.118
Load Rocks into Trucks	7907.46	"	0.124
Haul Rock Quarry to Crusher (Av. 400')	3001.79	"	0.047
Crush	16730.06	"	0.262
Haul Crushed Rock (Av. 4.4 Miles)	22763.00	"	0.356
Stock Pile and Pick Up Crushed Rock Placed in Temporary Stock Piles (Estimated)	1000.00	5000 Cu. Yd.	0.20
Stock Pile Crushed Rock (Estimated)	145.00	7246 "	0.02
Dump Spread and Roll Crushed Rock	10698.40	56695 "	0.189
Prepare Subgrade	4335.40	56695 "	0.076
Supervision Bond and Overhead	8092.83	63941 "	0.127
	$88,894.47		1.623

Summary:

Average Cost of Crushed Rock in Bunker per Cu. Yd. 0.716
" " " " " " Stock Piles per Cu. Yd. 0.736
" " " Hauling Crushed Rock per Yd. Mi. 0.089
" " " Crushed Rock in Surfacing, Including Haul1.42

E. H. Clymer

Cost Analysis--Final Report Oct. 6, 1935

Contract 1651, Prefix 12-1004

Remarks:

This job was started in Octo. 1934, and was completed in September, 1935. During October and November the crusher was erected, two 90' coyote holes with cross tees were dug and 5167 cubic yards of slide material was removed. Due to snow, wet and freezing weather the job was practically closed down until spring. The overhead and carry over charges increased the cost.

The quarry located on the highway near the center of the job contained good rock in ample quantity. The coyote holes were loaded with about 8500 pounds of explosives which was shot on March 23. The blast proke up about 30,000 cubic yards of rock of which about 99% was fine enough to enter the 15"x36" jaw crusher. The pieces too large for crusher were dumped to widen roadbed. Small shots were used to break up the remainder of rock required. A total of 25,450 pounds of explosives were used to break up the 63,941 cubic yards of crushed rock produced an average of 0.4 pounds per cubic yard.

Three five-hour shifts made good progress. 63,941 cubic yards of crushed rock was produced in 1251 hours. Crusher operating time was an average of 51.1 cubic yards per hour. 302 hours or about 24% of the workable time was lost due to breakdowns, weather and street delays.

The rock was loaded at the quarry with a one-yard Lorain shovel into a 6 cubic yard truck, which hauled the rock about 400 feet and dumped it into a trap feeder. The rock was fed through a 15"x36" jaw crusher, then elevated by belt conveyor to the screens which bypassed over size to a 36" cone crusher. The crushed rock was then elevated by belt conveyor to screens above the bunker. The crushing plant was powered with a 120 h.p. diesel motor and a 40 h.p. diesel motor which drove the generator, producing the electricity for lights and electric motors used on screens.

Preparatory to the placing of surfacing materials the subgrade was trenched and smoothed up with scarifier, graders and roller. The old surfacing excavated was used to construct shoulders. A 5-inch base course (compact thickness) of 4" to 2½" crushed rock was spread uniformly by means of spreader box after which it was hand spotted, bladed and rolled. The base course was keyed and covered with a 3-inch top course (compact thickness) of ¾" to ¼" crushed rock. Screenings and filler ¼" - 0 were used as required. The surfacing material was bladed, sprinkled and rolled until well keyed, compacted and to true form grade.

The delay caused by winter weather, the large expense of moving equipment on and off job, the lack of sufficient trucks and street equipment, the large amount of repairs on crusher, the high salary paid the superintendent, the relatives carried on the payroll during the summer months and the high cost on leased equipment are some of the factors that increased cost and decreased profit.

E. H. Clymer

Form [illegible]

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 5th, 193 5

Section Necanicum - Elsie

Kind of work Regrading & Surfacing

Highway Wolf Creek

Section prefix 4-1006 NRH-181-A-B-C-D

Contractor Saxton & Looney

Contract number 1648

Date of contract Oct 1st, 193 4

Date of completion Aug 31st, 193 5

Date work started Oct 4th, 193 4

Estimated date of completion Sept 28th, 193 5

Amount of contract $ 81,213.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 78,140.11

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2920.00, 3.7 %

Date project was completed Sept 28th, 193 5

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Records were completed to-day.

RECEIVED
OCT - 1935

OCT - 1935

Signed Carl A [illegible]

Address Jewell, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.28	11.28			
Miles partially completed	—	—			
Miles completed	11.28	11.28			
Total estimated quantities	42948	29270!			
Estimated quantities moved or placed to date	42948	29270!			
Average daily quantities	—	—			
Average daily quantities necessary to complete project on time	—				
Number shifts per day	—				
Hours per shift					
Average force on project for week	-	-			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

1X1aBc9

AUGUST 28, 1935

Mr. W. E. Chandler
Office

Dear Sir:

Attached hereto, for your record and files, is executed copy of supplemental agreement between Saxon and Looney and the State Highway Commission covering the matter of change in quarry location in connection with State Highway Contract No. 1648 for the regrading and surfacing of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County.

Yours very truly,

Secretary

HBG:ED
Encl 1

181aBCD

AUGUST 28, 1935

Messrs. Saxon & Looney,

Corvallis, Oregon.

Dear Sirs:

Attached hereto, for your record and files, is executed copy of supplemental agreement between yourselves and the State Highway Commission covering the matter of change in quarry location, in connection with your contract with this Commission for the regrading and surfacing of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County, State Highway Contract No. 1648.

Yours very truly,

Secretary

HBG:ED
Encl 1

1810BCD

AUGUST 28, 1935

Messrs. Baxon & Looney,

Corvallis, Oregon.

Dear Sirs:

Attached hereto, for your record and files, is executed copy of supplemental agreement between yourselves and the State Highway Commission covering the matter of change in quarry location, in connection with your contract with this Commission for the regrading and surfacing of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County, State Highway Contract No. 1648.

Yours very truly,

Secretary

HBG:ED
Encl 1

RH Baldock

1816.BC

Cost Data to Aug. 15, 1935 Aug. 28, 1935

Necanicum-Elsie Section, Wolf Creek Highway, Regrading and Surfacing Contract 1648
Prefix 4-1006 Old Prefix 4 PX

Saxton and Looney Contractors
Carl A. Peterson Res. Const. Engineer

	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Earned
Clear and Grub	777.56	95 %			950.00
Fell Danger Trees	759.99	1133 Diam Ft	0.67	1.00	1133.00
Excavation Single Class	9356.24	42097 cu yds	0.22	0.59	24837.23
Truck Haul	5297.83	20533 yd mi	0.258	0.18	3695.94
6" Drain Tile	137.70	306 li ft	0.45	1.00	306.00
12" Concrete Pipe	39.78	39 " "	1.02	1.10	42.90
18" Concrete Pipe	29.25	15 " "	1.95	2.20	33.00
Place 18" Pipe	27.30	39 " "	0.70	1.00	39.00
Rock Backfill in Drains	26.40	22 cu yds	1.20	1.75	38.50
Rip Rap	135.20	75 " "	1.80	2.00	150.00
Base Material in Surf. (4" to 1½")	9073.93	8773 " "	1.034	1.00	8773.00
Top Material in Surf. (1" to 0)	6899.76	6216 " "	1.11	1.00	6216.00
* Haul Surf. Materials	259336	28470 yd mi	0.069	0.12	3416.40
1"-0 Crushed Rock in S.P.	2120.80	2200 cu yds	0.97	0.85	1870.00
Haul above pile measure	528.26	5800 yd mi	0.069	0.10	580.00
1¼"-3/4" in S.P.	318.00	387.83 cu yds	0.82	0.90	349.05
3/4"-½" " " "	715.20	924.03 " "	0.82	1.10	1016.43
½"-¼" " " "	719.89	930.09 " "	0.82	1.23	1144.01
Haul to Stock Pile	656.82	7211½ yd mi	0.069	0.10	721.15
Force work Disposing of fallen trees	2304.11				2418.59
	42517.38				57730.20

Gross Earned	57730.20
Total Cost	42517.38
Net profit to date	15212.82

Net Profit equals 26.35% of gross earnings

NOTED
State Highway Engineer

Note;

Actual Haul on crushed rock was 89380 yd milesbut pay quantity on truck haul was only 41482 yd mi., as the Contractor elected to use a Quarry not designated in the Specifications. In computing unit cost the total cost of truck haul was divided by actual yard miles hauled.

Cost Data to Aug. 15,1935 Aug 28, 1935

Necanicum Elsie Section [illegible]reek Highway, Regrading an[illegible]acing Contract 1648
Prefix 4-1006 Old Prefix 4 PX
Saxton and Looney Contractors
Carl A. Peterson Res Const. Engineer

Labor		
Labor	15107.13	
State Industrial Accident Insurance	874.55	
Supervision (Includes J Risley 4 mo at 250.00 per mo)	2503.00	
		18484.68

Materials						
6" Drain tile	306 li ft	at	0.12		36.72	
12" Concrete Cul Pipe	39 " "	"	0.61		23.79	
18" " " "	15 " "	"	1.20		18.00	78.51

Equipment Rental, Gas Oil, Grease and other Expense		
Equipment Rentals	8819.18	
Truck Rentals	7361.09	
Gas, Oil and Grease	3040.09	
Powder, and steel for shooting	801.38	
Small Tools and supplies	510.75	
Freight and Cartage	577.88	
Parts and Material for Crusher set up, materials not labor 50%	854.45	
Misc Expense	317.97	
Insurance Pub.Liab. and Prop. Dam	344.10	
Bond 1% of Gross Earned	577.30	
Portland Office	750.00	23954.19
Grand Total		42517.38

Cost of crushing Rock fom Bjortland Quarry

	Total Cost	Quantity			Unit Cost
		15171	cu	yds	
Move in Set up	2426.32				0.159
Shoot and blow	772.23	"	"	"	0.045
Load crusher	1794.96	"	"	"	0.118
Crush and load trucks	4046.84	"	"	"	0.27
Dead Haul at .[illegible] on 12989yds	2327.22	"	"	"	0.153
Overhead Expense	1307.27	"	"	"	0.09
					0.835

Remarks;

This plant was errected in an old quarry with about a 250 ft face. about 6000 cu yds of material was already down which reduced the cost of shooting.

The Plant consisted of a 3/4 cu yd Bucyrus shovel for loading, 2- small trucks hauling to crusher, 1-12" Gyratory Primary Crusher, 1-8" Gyratory, 1-Telsmith Vibrating Screen, 1-Shaker Scalping Screen, Conveyor belts for elevating Materials, 1-80 H.P.Atlas Imperial Diesel Engine, 1- 50 H.P.McCormack Deering Diesel

15171 cu yds of Rock were crushed in about 347 hours operating time or 43.6 cu yds per hour. The pla[illegible] [illegible]ad a capacity of about 45 cu yds per hour crushing Maintainance rock and [illegible]t 65 cu yds per hour on surfacing materials. Difficulty was encountered in gettin[illegible] [illegible]ucks enough to handle the output for a short job.

A Cost Data to Aug 15, 1935 4 Aug.28, 1935

Necanicum- Elsie Section, Wolf Creek Highway, Regrading and Surfacing Contract 1648
Prefix 4-1006 Old Prefix 4 XX
Saxton and Looney Contractors
Carl A. Peterson Res Const Engineer

Remarks;

This job is now about 73% complete. The job now shows a larger percentage of profit than it will show at the close of the job it was an unballanced bid, 0.35 would have been a fair price for the excavation insted of 0.59 and 1.30 to 1.35 a fair price for the surfacing material in place.

This job was bid October 1 1934,excavation and clearing were started October 4 1934. The job consisted of approx 42,000 cu yds of slide removal and excavation and surfacing with crushed rock about 11.28 miles of grade,and incidental clearing of danger trees, between the junction of the Wolf Creek Highway with the Oregon Coast Highway and Elsie.

Work was carried on with 3 cats and Bull dozers and a 3/4 cu yd shovel and trucks from Oct.4 until Nov.22 1934 when excavation had to be discontinued on account of bad weather. Clearing and force work of disposal of fallen trees was carried on with a small crew thruout the winter. Excavation was again started with a 3/8 cu yd gas shovel and small trucks, and a 30 Catand Bulldozer and continued until practically completed on Aug 10. 1935

Crushed Rock for the west end of the Job was prodused from the Bjorteland Quarry 3 miles north of the west end of the project on the Oregon Coast Highway. the use of this Quarry necessitated 3 miles dead haul and hauling the material up hill instead of down hill as contemplated in State designated Quarry near Sta 195+ 00

Hauling was subbed to Ed Gardner of Salem at 18 cents per cu yd for three mile dead haul and 8 cents per yd mi on the job. Surfacing was completed to Sta 196+50 From the Bjorteland Quarry and the plant then moved to a location on Humbug Creek at about Sta 435

Preparing of grade and placement was done with a 50 H.P. Cat and pull grader. a pneumatic tired Maintainer, and 2- 1o ton gas rollers.

R.H.Clymer
By Ross C.Miles

FORM 5-B-1 25400 500 5-25
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

181 [illegible]

August 17, 1935.

IN REPLY PLEASE
REFER TO FILE NO.
4 PX

Mr. H. B. Glaisyer,
Secretary,
Office.

Dear Sir:

We hand you herewith for execution by the Highway Commission 5 copies of a modification of agreement relative to a change in quarry location in connection with the Necanicum-Elsie Section of the Wolf Creek Highway, Contract No. 1648. All copies of the agreement have been signed by Saxton & Looney and their surety.

Please furnish this office with one copy after it has been signed by the Commission.

Yours very truly,

WM. E. CHANDLER,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
H. G. Smith
J. M. Devers
Carl A. Peterson

Portland 104 2M 4-11-35

181[illegible]

#1648
Clatsop Co

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
GAYLORD B. ECKLES, MANAGER
1112 BEDELL BUILDING
PORTLAND, OREGON

Aug. 6th, 1935

Oregon State Highway Commission,
Salem, Oregon.

IN RE: 58056-12-1249-34 - Saxton & Looney

Gentlemen:

We are enclosing our inquiry form and ask that you kindly complete it showing the present status of the contract covered by our bond above numbered, for the regrading, surfacing and furnishing crushed rock in stockpiles on the Necanicum-Elsie Section of the Wolf Creek Highway, Clatsop County, Oregon.

Your cooperation in this matter is very much appreciated.

Very truly yours,

G. B. Eckles

Manager.

-FG
encl.

Earned - $46,496.38

Pd. July 15th - $41,750.00

Rtd. $4,746.38

F. acct. $2,418.59

Form [illegible]

GON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 31st, 1935

Section Ranger Sta - Elk

Kind of work Grading

Highway Wolf Creek

Section prefix HPA-NRH-181-D

Contractor Fred H. Slate

Contract number 1649

Date of contract Oct 1st, 1934

Date of completion July 31st, 1935

Date work started Oct 2nd, 1934

Estimated date of completion July 22, 1935

Amount of contract $ 94,181.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 101,068.47

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 4686, 4.96 %

Date project was completed July 22, 1935

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records were completed this week and shipped to Salem by Express

RECEIVED
AUG 5 – 1935
DIVISION ENGINEER

RECEIVED
AUG 5 - 1935

Signed Carl A[illegible]

Address Jewell

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	253				
Miles partially completed	—				
Miles completed	253				
Total estimated quantities	217093				
Estimated quantities moved or placed to date	217093				
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	—				
Hours per shift	—				
Average force on project for week	—				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
...							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

181aBe9

July 25, 1935

Shell Oil Company,
Terminal Sales Bldg.,
Portland, Oregon.

Attention: Frank J. Harmer.

Gentlemen:

In response to your inquiry of July 23rd we wish to advise that the Saxton & Looney Contract No. 1648 - Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County, is approximately 75% complete.

The completion date of the contract is August 31, 1935.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1648
Clatsop

SHELL OIL COMPANY

TERMINAL SALES BUILDING
13TH AND MORRISON

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

JULY 23, 1935

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re; Saxton & Looney

Will you kindly give us Progress Report covering Saxton & Looney's job on Wolf Creek Highway, Necanicum-Elsie Section of Clatsop County.

If the project has been completed kindly give us completion and acceptance dates, or if the work is not finished please estimate the extent of work performed and approximate date of completion.

Yours very truly,

RER:S

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

Mr. Carl G. Washburne

181 ABC

June 3, 1935

Mr. Dow V. Walker
Tolovana Park (Cannon Beach)
Oregon

Dear Sir:

In response to your recent letter relating to the surfacing on the Elsie-Necanicum Junction Section, advise that it is indeed true that the time limit on this contract is August 31, 1935.

Please remember that the funds allocated last year for improvement of highways over the entire state amounted to the comparatively small sum of $3,500,000. The Government regulations demanded that 25% be expended in cities and 25% on secondary highways. It was only by restricting every project to the least possible and, in some instances, an uneconomical size, that the modest sum could have been found for the surfacing of this section of the Wolf Creek Highway. In consequence the amount of rock had to be conserved by laying it on a dry and finished roadbed. Had it been laid during the winter months, at least twice the amount of rock would have been necessary, as the softened roadbed would have absorbed large quantities of rock. Even had larger funds been available, I would question the advisability and economy of endeavoring to perform this work in the winter months and do not believe that the necessity for the improvement of this section would justify such an uneconomical waste as winter surfacing.

With reference to the Arch Cape Section, we have not received sufficient definite information for the Commission to budget any funds as yet, but you may be assured that this project has been ably sponsored by the county courts and Coast Highway Association so that the Commission is well advised of its importance and will give it merited consideration.

From such prior information as we have received, it would appear that Federal regulations concerning employment will not permit an undue concentration of funds in any particular vicinity, as relief needs are of paramount importance.

It will be necessary to expend a very large sum this year to complete the approaches to the five Oregon Coast Highway bridges.

Very truly yours,

State Highway Engineer

RHB:HI

cc Mr. Henry F. Cabell
Mr. E. B. Aldrich
Mr. Carl G. Washburne

THE WALKER COMPANY, INC.
ARCH CAPE - CANNON BEACH
OREGON

OFFICERS AND DIRECTORS
DOW V. WALKER
M. D. WALKER
M. VERNON WALKER
D. EDWIN WALKER

SPECIALIZING IN
BEACH AND RESORT
PROPERTIES

Tolovana Park,
May 25, 1935.

MAY 29 1

Mr. R. H. Baldock,
Engineer State Highway Commission,
Salem, Oregon.

Dear Sir:

Being one of the pioneers on Cannon Beach, I just finished a trip over the Elsie-Necanicum Junction section of the Wolf Creek highway, this particular grading hasbeen finished for something like a year and the surfacing contract was let early last fall as I recall, and we fully expected to be driving over that portion of the short-cut by June 1st this year by the latest.

Much to my amazement there has not been a single yard of surfacing material placed on that grade and but little work done toward removing the slides, the present contractor will be there for another year if something is not done.

On inquiry made to one of the foreman or apparent supervisiors, he informed me that they never planned on finishing it before September 1st this year. Can that be true?.

We are also eagerly waiting to see if this three mile section of the Cannon Beach- Neakahnie gap will be let this coming summer. We feel that this particular piece of construction is due to be included in this next allocation or allottment, a few Sundays back we were over to Sam Reeds place and from the end of the road there it was just 3 miles from the end of the present contract on that end, and we can almost see our place at Arch Cape, and it was 42 miles around in the circuitous route to get home.

We all feel that a great deal of real development will immediately follow this improvement and God knows we have been waiting patiently for a good word from you on this project. We were told, when we donated our right of way for the road that is now built that this whole project would be one of the first completed, before any major construction elsewhere was begun, and I waspresent at the Highway Commission meeting when this matter was supposedly settled, between the Conty Courts of Tillamook and Clatsop Counties and the Commission, I realize that there has been a dire shortage in funds for the past two or three years, but now under the present plan of Federal aid, with so much money coming into Oregon for roads, I cannot see why this project should not be included at this time. This is a Federal Aid road, and the Bureau of Roads have expressed their desire to see it built and continually advise us that it is a matter entirely up to the Highway Commission of Oregon and their Engineer.

I sincerely hope that it will be included in the next allocation.

Yours very truly,

Dow V Walker

RECEIVED
JUN 1 - 1935

7R#181
aBCD
Coast
Coast Hwy
Clatsop

May 13, 1935

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

The legal department has handed me for my examination and approval proposed form of modification of agreement affecting Contract No. 1648 covering the regrading and surfacing of the Necanicum-Elsie section of the Wolf Creek Highway in Clatsop County. Five copies of this agreement are attached hereto.

Please examine this agreement and advise me upon the following points:

1. Whether or not the interests of the State are properly protected, particularly as to the question of computing haul on the stock pile materials with the Hjortland quarry as a base point. You will note that under the agreement, as modified, the haul on the 1" to 0" crushed rock in stock pile will be computed from the quarry in the vicinity of Station 195, while the haul on all the rest of the materials will be computed from the Hjortland quarry.

2. Please give the reasons for the including of additional maintenance materials in the contract work. You will note that the contract is increased $2,369 plus haul on the maintenance material. In this connection it is noted that the original contract contains an item of 3,700 cubic yards of 1" to 0" crushed rock in stock pile, while the materials included in the supplementary agreement are of different sizes.

Kindly return all five copies of the agreement with your comments.

Yours very truly,

State Highway Engineer

JWD:AW

181A

March 4, 1936

Mr. Seymour R. Johnston,
Tolvana Park, Oregon.

Dear Sir:

In response to your inquiry of February 27th we wish to advise that the firm of Saxton & Looney have the contract for the regrading and surfacing of the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County.

The headquarters address of Saxton & Looney is Corvallis, Oregon.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Tolovana Park, Oregon,
February 27, 1935.

State Highway Commission,
Salem,
Oregon.

Dear Sir;

Could you please give me the address of Saxton & Looney?

Please give me the name and address of the firm who has the contract for taking out slides and rocking eleven miles of the Wolfe Creek Road?

I thank you for your courtesy.

Yours very truly,
Seymour L. Johnston

Encl.: 1

#1648

RECEIVED
MAR - 4 1935

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRH 181-A (1935)

January 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

Hy. 13 700

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRH 181, Section A
(1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of November, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-two thousand, five hundred thirty-nine and 14/100 dollars ($32,539.14) as the share of the United States payable under said act on account of Section A of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 8+00.9 near the center of Sec. 23, T. 5 N., R. 9 W., and survey station 196+50 in the S.E.1/4 of Sec. 17, T. 5 N., R. 8 W., W.M. (excepting therefrom a bridge between survey stations 57+12 and 58+05),

, length 3.540 miles, in Oregon County, being Section A of Oregon U.S.Pub.Wks.Hwy. project No. WPH 181 (1935), consisting of 3.540 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Necanicum - North Fork section of the Wolf Creek Highway, between official control points Portland and Necanicum.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6518

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-two thousand, five hundred thirty-nine and 14/100 dollars ($32,539.14), certified to the Secretary of the Treasury as above mentioned, which does xxx n~~[illegible] pro rata share of~~

do~~[illegible]~~ is ~~T~~he approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive~~ of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 348, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of Jany, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5519

By

Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as U. S. Pub. Wks. Hwy. Project No. [illegible] 181-A (1935), State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **82,839.14** as the total estimated cost of said project, and the sum of $ **82,839.14** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed~~ [illegible] is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 8th day of January one thousand nine hundred and thirty five

Secretary of Agriculture

~~Secretary of Agriculture~~

By Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4820

181A

October 30, 1934

Union Oil Company of California
6th Floor Yeon Building
Portland, Oregon

Gentlemen:

Reply is made to your letter of the 9th inst. concerning the Saxton & Looney contract for surfacing the Wolf Creek Highway.

The contract to which you refer is State Highway contract No. 1648, described as follows: 11 28/100 miles of re-grading and surfacing on the Necanicum-Elsie section of the Wolf Creek Highway in Clatsop County. The contract was dated October 1, 1934. The bond was written by the United States Fidelity & Guaranty Company and is in the sum of $63,285.00. The agent for the bonding company is G. B. Eckles, Porter Building, Portland. The date specified in this contract for the completion of this project is August 31, 1934.

We are sorry we could not furnish you with this information sooner but we could not supply the information until the contracts had been executed by the contractor.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:HMB

October 30, 1934

18+A

Saxton & Looney,
Corvallis, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 1648 which was awarded to you on October 1, 1934 for regrading and surfacing the Necanicum-Elsie Section of the Wolf Creek Highway in Clatsop County. This copy is sent to you for your records and files.

We are also sending a copy of this contract to the surety on your bond.

Yours very truly,

MC

Secretary

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Necanicum-North Fork Section, Project No. NRM 181-A (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-A (1935)

NECANICUM-NORTH FORK SECTION OF
THE WOLFE CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

All Required		Clearing and Grubbing		$ 407.04
500	dia. ft.	Felling Danger Trees	$1.00	500.00
22,000	cu. yds.	Excavation, Single Classification	0.59	12,980.00
11,000	yd. mi.	Truck Haul	0.18	1,980.00
200	lin. ft.	5" Porous Drain Tile	1.00	200.00
30	" "	12" Concrete Pipe	1.10	33.00
10	" "	18" " "	2.20	22.00
40	" "	Placing 18" Concrete Pipe	1.00	40.00
40	cu. yds.	Rock Backfill	1.75	70.00
100	" "	Riprap	2.00	200.00
6,200	" "	Base Materials in Surfacing	1.00	6,200.00
4,400	" "	Top Materials in Surfacing	1.00	4,400.00
19,000	yd. mi.	Hauling Surfacing Materials	0.12	2,280.00
500	cu. yds.	Filler	0.25	125.00
1,200	yd. mi.	Hauling Filler	0.12	144.00
			Sub-total	$29,581.04
			10% Engr. & Cont.	2,958.10
			Total	$32,539.14

Length of Roadwork 3.540 miles
Cost per mile $9,191.84

NRH Funds Requested - $32,539.14

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 181-A (1935), Necanicum-North Fork section of the Wolf Creek Highway, to Saxton & Looney, Corvallis, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Tron

181-a

August 23, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of August 16th, asking for information as to why we are proposing to construct a surfacing having a thickness of only 5½ inches on the Necanicum-Elsie Section of the Wolf Creek Highway (Project 181-A, B, C and D).

As it will be several years before this section of highway will carry any considerable volume of traffic, it has seemed to us to be advisable to hold the expenditure for surfacing to as low an amount as possible, at the same time providing a surfacing which will be satisfactory for such traffic as is to be served and which can later be used as a base for a higher type of surfacing. If it should be decided to pave the section with concrete, the 24-foot by 5½-inch surfacing, which we now propose to put down, will make an excellent base. If it should be decided to use a bituminous macadam wearing surface, the proposed 24-foot by 5½-inch surfacing can be made into a very satisfactory base by the addition of a few more inches of crushed material, which material can be added then as cheaply as now.

Another consideration is that we have only $110,000 available for the work. We, therefore, must choose between using a light surfacing or leaving a part of the project unsurfaced. We are satisfied in our own mind that the use of the lighter surfacing is the proper procedure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 16, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of plans, specifications and estimates covering Oregon U.S.Public Works projects 181-A, B, C and D, the Necanicum-Elsie section of the Wolf Creek Highway, providing for crushed rock surfacing.

In a review of these projects, it is seen that only 5-1/2" compacted thickness of crushed rock surfacing is provided, except on those portions where a small amount of talus rock has been spread to enable contractors to use the road. The section of the State in which it is proposed to construct this surfacing is subject to considerable rainfall; also, the soil is just fair as to subgrade quality, and for these reasons we question the advisability of constructing such a thin surfacing. Before approving these projects, it will be necessary that we be advised of your reasons justifying the thin section proposed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED

August 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing specifications for the Necanicum-North Fork Section, Project No. (1935) NRH 181-A.

Five bid proposals and five blueprint copies of the summary sheet are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. (1935) NRH 181-A

NECANICUM-NORTH FORK SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement)

Salem, Oregon, August 13, 1934

All Required		Clearing and Grubbing		$ 200.00
500	dia. ft.	Falling Danger Trees	$2.00	1,000.00
22,000	cu. yds.	Excavation, Single Classification	0.40	8,800.00
11,000	yd. mi.	Truck Haul	0.15	1,650.00
200	lin. ft.	6" Porous Drain Pipe	0.50	100.00
30	" "	12" Concrete Pipe	1.00	30.00
10	" "	18" " "	2.00	20.00
40	" "	Placing 18" Concrete Pipe	0.50	20.00
40	cu. yds.	Rock Backfill	1.00	40.00
100	" "	Rip Rap	4.00	400.00
6,200	" "	Base Materials in Surfacing	1.00	6,200.00
4,400	" "	Top " " "	1.25	5,500.00
19,000	yd. mi.	Hauling Surfacing Materials	0.15	2,850.00
500	cu. yds.	Filler	0.50	250.00
1,200	yd. mi.	Hauling Filler	0.20	240.00
			Sub-total	$27,300.00
			10% Engr. & Cont.	2,730.00
			Total	$30,030.00

Length of Roadwork 3.540 miles
Cost per mile $8,559.32

National Recovery Highway Funds Requested $30,030.00

ESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 26, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Attached please find a letter from Mr. Eason denying Joplin & Eldon's claim for 1.14 acres additional clearing at $650.00 per acre. Mr. Eason advises that only a tentative discussion was had with Mr. Joplin concerning extra clearing. This was not consummated as it was decided to eliminate a considerable amount of clearing along the edges of the right of way for reasons of beautification. This has more than offset the 1.14 acres of extra clearing and our standard specifications on Page 20 fully provide for the substitution of the clearing. By this substitution Joplin and Eldon have been liberally treated as considerable more clearing was eliminated than was increased in other places, therefore their claim is denied.

Yours very truly,

H. G. Smith

H. G. SMITH,
Construction Engineer.

HGS/H

M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

February 10, 1934.

IN REPLY PLEASE REFER TO FILE NO.
4 PO

Mr. H. G. Smith,
Construction Engineer
Office.

Dear Sir:

With reference to the attached letter of Joplin & Eldon addressed to Mr. Baldock, concerning claim for extra clearing and grubbing outside of right of way lines on contract #1417, being the Necanicum-North Fork Section of the Wolf Creek Highway, please be advised as follows:-

During the early part of the construction operations it became evident that a certain amount of clearing outside of the right of way lines would be necessary, and negotiations were entered into with the contractor to procure a satisfactory Price Agreement to cover this work. Mr. Joplin offerred to do all such work on the basis of $650.00 per acre for clearing and $550.00 per acre for grubbing. A Price Agreement was made up on the basis of $650.00 an acre for clearing and all necessary grubbing, which price conformed very closely to the bid price for this item in the contract for work within the right of way lines. Mr. Joplin refused to sign this Price Agreement.

It was then decided to reduce the clearing outlined on the plans. It was found that certain areas shown would not be required and were not essential to the grading work. Clearing was therefore reduced to cover only what was needed, and the areas thus saved were offset against the extra clearing needed outside of the designated clearing lines. This in accordance with the provision in the standard specifications under paragraph headed "Preservation of Designated Trees" on page 20. Mr. Joplin was informed on the work that this procedure was being followed to take advantage of the provision above mentioned.

A clearing chart was made up to show the original clearing lines and the actual areas staked and cleared. There was an appreciable amount more of under-clearing within the right of way lines than of extra clearing outside the right of way lines, so that in the total the contractor was benefited by not doing the full amount of clearing called for in his contract. Several prints of this chart were sent to Joplin & Eldon in October of last year at their request for use in settling with sub-contractors for this clearing work. A print of this clearing chart is attached hereto.

Yours very truly,

F. D. Eason

F. D. EASON
Assistant Division Engineer

FDE:ZR
cc Mr. Wm. E. Chandler
Mr. J. H. Scott

T. JOPLIN

C. JACKSON ELDON

JOPLIN & ELDON
CONTRACTORS

PORTLAND, OREGON. February 9, 1934.

R. H. Baldock,
Oregon State Highway Engineer,
Salem, Oregon.

Dear Sir;-

We are returning herewith the signed and executed voucher covering the final payment on the Necanicum-North Fork Section of the Wolfe Creek Highway contract No. 1417 which we completed last year.

We note that no allowance has been made to us for "Clearing & Grubbing" outside the Right-of-Way lines.

Our field book notes indicate that extra clearing and grubbing was performed by us at the following stations and in approximate quantities;

Sta.	33+15	to 34+35	Rt. side		3,875.0	sq. ft.	
	36+00	37+00	" "		780.0	" "	
	51+80	53+25	Lt. "		1,235.0	" "	
	52+40	61+00	" "		1,970.0	" "	
	82+50	84+50	" "		2,550.0	" "	
	85+00	87+00	Rt. "		2,100.0	" "	
	92+50	93+50	" "		750.0	" "	
	96+00	97+70	" "		1,100.0	" "	
	101+60	102+00	Lt. "		240.0	" "	
	106+50	110+00	Rt. "		2,715.0	" "	
	110+80	112+00	" "		1,200.0	" "	
	129+50	130+25	" "		560.0	" "	
	134+50	137+25	" "		7.170.0	" "	
	140+50	142+00	" "		920.0	" "	
	141+28		escapement ditch notes				not clear
	148+65	150+00	" side		2,120.0	" "	
	153+00	157+00	" "		8,810.0	" "	
	162+50	165+00	Lt. "		3,250.0	" "	
	166+00	167+00	" "		675.0	" "	
	167+00	168+00	Rt. "		1,825.0	" "	
	175+50	176+00	Lt. "		150.0	" "	
	181+00	182+00	Rt. "		500.0	" "	
	186+00	188+00	" "		1,350.0	" "	
	189+00	193+50	Lt. "		1,100.0	" "	
	191+00	192+00	Rt. "		650.0	" "	
	195+20	196+40	" "		875.0	" "	
			Lt. "		825.0	" "	
			Total		49,295.0	" "	

which amounts to approximately 1.14 Acres.

Our Mr. Joplin signed a letter of agreement specifying a price of $650.00 per Acre for this work.

Yours very truly,
JOPLIN & ELDON

FEB 10 3

181a

February 20, 1934

United States Fidelity and Guaranty Company
1208 Porter Building
Portland, Oregon

Gentlemen:

Attention Mr. C. O. Price

Your letter addressed to the State Highway Commission under date of February 14th, relative to the Joplin & Elder contract in Clatsop County, has been handed to me for reply.

I have made some inquiry into the circumstances and facts attending the controversy discussed in your letter, and it is my opinion that without any question all of the contract items, with the possible exception of the $852.04 for force account, are proper modifications of the original quantities and are quite properly within the purview and scope of the written agreement and I would not hesitate to advise the Commission that in my opinion the surety company would be liable for each and all of those items in the event the contractors defaulted. As I have already stated, my observation goes to all items with the possible exception of the force account item.

Yours very truly,

J. M. DEVERS

JMD:AN

#1417

Portland 104 5m 10-19-33

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

February 14th, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #39-12-1060-32 Joplin & Eldon

This refers to the contract for Necanicum-North Fork Section of Wolf Creek Highway in Clatsop County, which we bonded for an estimate contract price of $196,071. The final estimate amounted to $201,431.10 of which $832.04 was for force work and $25,419.39 was for price agreement work.

The contractors write to us to say that neither the force account or the price agreement work was contemplated under our bond, and that we, as surety, had no liability therein, and that our bond extended only in the aggregate of $175,179.67.

The purpose of this letter is to inquire if in the judgement of your commission our bond covered the full contract price of $201,431.10 or $175,179.67.

We will appreciate a reply from you as promptly as possible.

Yours truly,

C. O. Price, Manager.

GC:JP

By G Cunningham

Mr [illegible]
will you please [illegible] this?
[illegible]

Feb, 20, 1934

H. B. G.

In regard to the attached letter of the U. S. F. & G. Company, I have checked the amounts mentioned in their letter and find that they are correct.

The contract over-ran $5,360.10. The principal reason was the fact that that the quantities were increased in several items. There were several price agreements which changed the amounts to some extent. The price agreements are attached to the contract.

The orders covering the force account in amount $832.04 were as follows:

No. 1 - Furnish 50 ft. galv. pipe - for water supply -	$ 34.08
No. 2 - Furnish log stringers for bridge over ditch -	20.52
No. 3 - Build wood flumes -	55.20
No. 4 - Build Timber Cradle -	8.58
No. 5 - Pull trees in channel and build wing dam -	441.55
No. 7 - Excavate to solid material for culvert and fill with cedar cants at soft spot.	54,21
No. 8 - Build flume -	28.42
No. 9 - Build 12 inch timber box culvert -	5.57

The quantity summary sheet is also attached hereto for your information.

J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 6, 1934

RECEIVED
FEB 7 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to past correspondence and conversations concerning cancellation of the contract of the low bidders for Oregon U. S. Public Works Project No. NRH 131-A Necanicum River Bridge. In accordance with our earlier understanding, we presume that records of accurate costs of labor and materials are being kept. These are necessary in order that the detailed cost figures in the final voucher may be supported thereby.

Public Works Funds should not be claimed in excess of the actual cost or the contract price.

Very truly yours,

W. H. Lynch
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Hwy. Engineer

#1417

189-a

February 1, 1934

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Reference is made to our letter of January 30th advising that final payment would be made to Joplin & Eldon in connection with their Contract No. 1417 - Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County.

We stated that the total amount paid in connection with the above contract would be $[illegible],102.95 including the final payment. Please be advised that the final voucher has been rewritten and the total amount now shown including the final payment will be $201,431.10.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1141

181-a

January 26, 1934

United States Fidelity & Guaranty Company,
G. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1417 for the construction of the Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County has been completed by the contractor, Joplin & Elden, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 5, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $202,102.95 including the final payment. Of this amount $832.04 was for force account work.

Very truly yours,

Secretary,

Dict. by J. McFarland.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO. Ore. NRH 181-A

Jan. 4, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN 5 - 1934
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Arp. 13700

Form P. R. 2

State **Oregon**

Project No. **NRH 151, Section A.**

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

9—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13 day of November, 1933

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 8th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, three hundred thirty and 60/100 dollars ($5,330.60) as the share of the United States payable under said act on account of Section A of said project, which [redacted] is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of National Industrial Recovery Act.

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

XXXXXXX A bridge across the Necanicum River between survey station 57+18 and survey station 58+05, all in the N. W. 1/4, of Sec. 24, T. 5 N., R. 9 W., W.M.,

length 0.016 of a mile, in Clatsop County, being Section A of Oregon National Recovery Highway project No. NRH 181, consisting of XXXXXXXXXXXXXXXXXXXXXXXXXXXX 1 bridge, only, of more than 20 feet clear span, 0.016 of a mile in length, known locally as the Necanicum North Fork section of the Wolf Creek Highway between official control points Portland and a point on the Federal Aid Road at Necanicum.

5

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be the performance thereof by force account or by con authorized representatives. Such construction vict labor shall be paid

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of five thousand, three hundred thirty and 60/100 dollars ($5,330.60), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ is ~~[illegible] pro rata share of~~

~~[illegible]~~ the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~[illegible]~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the thirty and 60/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. NRM 161-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 5,330.60 as the total estimated cost of said project, and the sum of $ 5,330.60 as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ is the pro rata share of said total estimated cost.

Done at the city of Washington, this 22d day of December one thousand nine hundred and thirty - three

Secretary of Agriculture
~~[illegible]~~.
By Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

Form [illegible]

ORE N STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18th, 1933

Section Necanicum-North Fork

Kind of work Grading

Highway Wolf Creek

Section prefix 4 P O E-181-A

Contractor Joplin & Elion

Contract number 1417

Date of contract October 7th, 1932

Date of completion May 31st, 1933

Date work started " 17th, 1932

Estimated date of completion , 193

Amount of contract $ 196071.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 200313.54

Per cent of contract completed, based on total contract price all %

Engineering costs to date, $ 7529.85 , 3.76 %

Date project was completed October 9th, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate completed and packed up on the 16th, shipped 17th. Amount is $ 200313.54, amount of contract plus contingincies $203881.00, leaving $ 3567.66 but the cut at sta 62-65 was not all taken out on account of the bridge at sta 58 not being in. As there is about 10000 yds left in this cut this amount will finish the grading in the spring. There is enough left in the engineering set up to take care of the grading left and to make a quarry survey this fall and to run bench levels on U S C G S datum for headwall benches.

J. H. Scott
Resident Engineer
Nehalem, Oregon

NOTED
SMITH

Weather fair all week except rain Thursday

RECEIVED
NOV 20 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ....**, Power graders** ....**, Rollers** ....**, Mixers** ....**, Crushing or screening plants** ....

Compressors ....**, Bull dozers** ....**, Sheet-foot rollers** ....**,** . . . .**,** . . . .**,** . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

181-a

November 6, 1933.

U. S. Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Under date of September 18, 1933, contract for the construction of the Necanicum River Bridge on the Wolf Creek Highway was awarded to the Enquist Construction Company in the sum of $4,846.00. This contracting firm consisted of a group of six or seven partners who were under the impression that they would be allowed to work as skilled and unskilled laborers, provided theirhours of employment were in all respects in compliance with the provisions of the federal regulations.

Subsequent to the award of this contract, however, Mr. Johnson of the Federal Re-employment Bureau refused to permit them to proceed and handed down the ruling that only two members of the firm would be allowed to work, and that all other labor must be provided through the Clatsop County Employment Agency.

In view of this ruling, and in view of the financial inability of the contractors to proceed thereunder, they were forced to give up the job. Considerable work had been done and most of the materials purchased or contracted for, for which reason it was practically impossible to re-advertise. At the advice of our attorney and after an informal conference with Mr. Lynch, it was agreed that the state would take over the job and make reimbursement to the contractor for the actual labor performed and materials furnished. It is now contemplated that the state will complete this work with its own forces, and will assume any loss out of state funds, asking reimbursement out of federal funds only in the amount of the actual quantities entering into the work at the contract price bid by the Enquist Construction Company, plus the cost of engineering. In other words, as far as the Federal Government is concerned, the cost will be exactly the same as though the Enquist Construction Co.

had carried out their original contract. Any loss by virtue of the state's action in taking over the job is to be borne by the state and paid for out of state funds.

The purpose of this communication is to make the entire transaction a matter of record, and to secure formal approval on the part of the Bureau of the procedure hereinabove outlined.

Very truly yours,

R. H. Baldock
State Highway Engineer

CBM:AP

, PORTLAND
, EUGENE
ICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

To R H Baldock

November 6, 1933

Enquist Construction Company
Troutdale
Oregon

Attention: Mr. Erick Enquist

Gentlemen:

Pursuant to our conversation in this office last week in reference to the matter of your claim for reimbursement for labor performed and materials furnished in connection with the construction of the Necanicum River bridge, contract No. 1812, kindly be advised as follows:

Subsequent to our conference in this office, at which time your case was presented, I have taken the matter up with both Mr. Baldock and Mr. Devers. After careful consideration it was agreed to allow you the following items:

1. Labor actually performed on the work during the months of September and October, as per payrolls furnished	$ 481.02
2. Materials furnished as per receipted invoices and affidavits	279.50
3. 15% of labor cost as per specifications	72.15
4. 5% of materials purchased and paid for	13.98
5. Allowance for superintendence	50.00
Total Amount of Reimbursement	$ 896.65

In addition to the above allowance, the state will assume the following obligations for materials delivered to the job but not paid for:

City Lumber & Supply Co.

120 sax S. C. cement, 30 bbls. paper $3.00 del.			$ 90.00	
4 sax Red Dog Diam. Earth, 500#			7.50	
2x6 Com T & G.	1206	$18.00	21.71	
2x12 " S4S	1000	18.00	18.00	
1x8 #6 Shiplap	1500	15.50	23.25	
2x4 #3 S4S	1000	15.50	15.50	
50# 16 d. com. nails			2.25	$178.21

Alaska Junk Co.

1 - 2" Ell	$ 0.15	
1 - 2" Coupling	.10	
2 pc. 2" black pipe	.60	.85
Pump Rental (Pete Lucas)		6.00
		$185.06

The State will also take over the matter of premium on the bond.

The above adjustment is exactly the same as that which your company requested, with the exception of two items, to-wit: an item of $9.25 constituting a 5% allowance on materials delivered but not paid for and an item of $116.99 constituting a 5% allowance for materials ordered but neither paid for nor delivered. In view of the fact that the specification allowance on materials is mainly for the purpose of reimbursing contractors for money advanced, and in view of the further fact that no money was advanced for these particular materials in the present instance, the state could not legally make any adjustment for these latter items. In order, however, to reimburse you for the time necessarily spent in superintendence and in negotiating the purchase of these materials, we have made an allowance of $50.00.

After careful consideration, it is felt that this is the best adjustment that can be made and we are accordingly preparing a voucher in this amount which will be handed to Mr. Devers and delivered to you upon execution of formal release.

Very truly yours

C. B. McCullough
Assistant State Highway Engineer

CBM LD
cc J. M. Devers
R. H. Baldock

November 2, 1933.

Mr. C. B. McCullough:

The following is a statement of the claims presented by Erick Enquist and associates for labor, materials and supplies in connection with the work done up to date on the Necanicum River Bridge No. 1812

Payrolls, as per attached in September	$133.20
Payrolls, as per attached in October	347.82
	$481.02 ✓

This includes labor on the structure and the wages of a watchman from the time the job shut down on October 13, to October 31, at which time we took over such materials as are on the ground.

Receipted invoices for materials and supplies, as follows:

Joplin & Eldon

1 box powder	$6.10	
25 blasting caps	.50	
50 ft. fuse	.50	
2088 ft. 8x12 lumber at $8.00	16.70	
1781 ft. left over lumber at $5.00	8.90	$32.70 ✓

The invoice from Joplin & Eldon covers, in addition to the above, an item for

Rental of bunkhouse	~~$4.50~~
One cord of wood	~~3.50~~

These two items are expenses of a camp and as such are covered under the labor allowed.

Carl T. Habekost

18 yds. Rock at $2.25	$40.50	
29½ yards Sand at $3.50	103.25	$143.75 ✓

Union Oil Co.

55 gal. gas	$11.55	
10 lb. grease	1.23	
1 - 3/4 brass faucet	.75	13.53 ✓

J. A. Wall

1455 ft. second hand form lumber at $6.00	$ 8.73 ✓

Clackamas Construction Co.

Mixer on rental	$30.00 ✓

An affidavit from Erick Enquist covering the following expenses and supplies for which no receipts were obtained at the time of purchase.

Repairing pump	$10.00	
Hauling equipment and material from Astoria to the job -- 781 miles at $0.04 per mile	31.24	
Galvanized wire	.85	
10 lbs. 16 d. nails	.45	
Phone calls Astoria and Seaside	.95	
Roofing paper and hardware for storage building	2.10	
50 lb. 30 d. gal. nails	3.00	
50 lb. 8 d. com. box nails	2.25	$50.79
This is a total of		$760.52 ✓

5.30
755.22 ✓

In addition to the above, the contractors have the following unpaid bills outstanding which we are to assume and pay for them:

City Lumber & Supply Co.

120 sax S. C. cement, 30 bbls. paper $3.00 del.			$90.00	
4 sax red dog Diam. Earth, 500#			7.50	
2x6 Com. T & G.	1206	$18.00	[illegible].71	
2x12 " S4S	1000	18.00	[illegible]	
1x8 #3 Shiplap	1500	15.50		
2x4 #3 S4S	1000	15.50		
50# 16 d. com. nails				$173.21

755.22 ✓
185.06
502.28
1685.13
471.75

Carried Fwd (City Lbr. & Supply)		$178.21
Alaska Junk Co.		
1 - 2" Ell	0.15	
1 - 2" Coupling	.10	
2 pc. 2" black pipe	.60	.85
		$179.06
Pump Rental (Pete Lumas)		6.00
		$185.06

In addition to the above, the contractors have entered into an agreement for material as follows:

Chas. R. McCormick Lbr. Co.		
Treated Timber	24,224 F.B.M. at $55.00 per M	$1,332.32
Truscon Steel Co.		
Reinf. Steel	14,000 lbs. at $0.0374	523.60
Portland Bolt & Mfg. Co.		
Galv. metal	427 lbs	29.21
		$1,885.13

They also have an agreement with the City Lumber & Supply Company of Astoria for gravel, 64 cubic yards at $2.25, Sand, 20 cubic yards at $3.50, lumber, 2 MBM at $15.50, cement, 100 bbls at $3.00. A part of this has been delivered and is included in the invoices listed above. To complete this work we will need

Gravel	55 cu.yds at $2.25	$123.75	
Sand	none	--	
Lumber	2 MBM at $15.50	31.00	
Cement	100 bbls. at $3.00	300.00	$ 445.75

This, together with the amount for treated timber, reinforcing steel and hardware, amounts to $2,339.88.

None of the above figures include any percentages either on labor or material. If the contractor is to be allowed the percentage set up in the general specifications for extra work, percentages would be as follows:

Labor at 15%	$72.15 ✓		
Materials bought & Paid for, 5%	13.98 ✓		
Materials delivered but not paid for, 5%	9.25 ✓	86.13	
Materials contracted for but not delivered, 5%	116.99 ✓		$212.37

If these percentages are allowed, the cash settlement to be made the contractor is as follows:

Labor and materials paid for	$760.52	
Percentages	212.37	$972.89

You will note by comparing the above items with Mr. Bowerman's letter that there are two items which are not included in the above list. These are the bond expense of $72.69 and Mr. Bowerman's attorney fee of $10.00

G. S. Paxson
Field Engineer

GSP:AP

125

50

December 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of substitute estimate for the Necanicum-North Fork Section, Project No. E-181-A. Five blueprint copies each of sheets Nos. 4 and 5 are being sent under separate cover.

These papers have been prepared to exclude the sections of the project between Sta. 53+50 to Sta. 58+52 and Sta. 60+50 to Sta. 65+50, for the reason that these sections cannot be completed until the bridge at Sta. 55+50, being constructed under Project No. NRH-181-A, has been completed.

Accordingly, it is our request that the limits of project No. E-181-A be changed to exclude the work on the sections mentioned above.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Emergency Construction
Proj. No. E-181-A

NECANICUM-NORTH FORK SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Substitute estimate for vouchering. Based on low bid prices.)

Salem, Oregon, November 28, 1933.

West Unit (Sta. 0+00.9 to 53+50) (Sta. 58+32 to 62+50) (Sta. 65+50 to 130+00)

All Required	Clearing and Grubbing		$ 25,000.00
171,000 cu. yds.	Common Excavation	$0.30	51,300.00
16,000 " "	Solid Rock Excavation	0.65	10,400.00
240,000 yd. sta.	Overhaul	0.02	4,800.00
25,000 yd. mi.	Truck Haul	0.18	4,500.00
250 cu. yds.	Class "A" Concrete	25.00	6,250.00
47,000 lbs.	Metal Reinforcement	0.06	2,820.00
600 lin. ft.	18" Concrete Pipe	2.50	1,500.00
270 " "	18" Extra Strength Concrete Pipe	2.80	756.00
120 " "	24" Concrete Pipe	3.50	420.00
	Sub-total, West Unit		$107,746.00

East Unit (Sta. 130+00 to Sta. 196+50)

All Required	Clearing and Grubbing		$ 15,000.00
115,000 cu. yds.	Common Excavation	$0.30	34,500.00
8,000 cu. yds.	Solid Rock Excavation	0.70	5,600.00
70,000 yd. sta.	Overhaul	0.02	1,400.00
7,000 yd. mi.	Truck Haul	0.18	1,260.00
750 cu. yds.	Class "A" Concrete	25.00	18,750.00
108,000 lbs.	Metal Reinforcement	0.06	6,480.00
50 cu. yds.	Rock or Gravel Backfill for Drains	2.50	125.00
500 lin. ft.	6" Porous Drain Tile	0.50	250.00
880 " "	18" Concrete Pipe	2.50	2,200.00
350 " "	18" Extra Strength Concrete Pipe	2.80	980.00
	Sub-total, East Unit		$ 86,545.00
			$194,291.00
	L Sum Deduction		3,000.00
	Sub-total		$191,291.00
	10% Engr. & Cont.		19,129.10
	Total, Roadway		$210,420.10

Length of Roadwork, West Unit		2.162 miles
" " " , East Unit		1.259 "
		3.421 "
Exceptions:		
Roadway (Sta. 53+50 to 58+32) (62+50 to 63+50)		0.119 mile
Bridge (Sta. 55+18 to 56+05)		0.016 "
		3.556 "
Cost per mile	$ 61,508.38	

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint: Chap. 41, laws 1927

Necanicum - North Fork
Sta 53+50 to 65+50
grading not performed under
Joplin & Eldon Contract account
of Necanicum Bridge.
Est. - 10,115 cy. Com Exc.

AGRICULTURE

POST OFFICE BUILDING
PORTLAND, OREG.

ober 3, 1933

s made to your October 2, 1933, letter con-
C.H.P. E-181-A, the Joplin-Eldon contract No.
end of the Wolf Creek Highway.

22,000
12,000
10,000

objection to your releasing the contractor
cessary to withhold payment of the final
A until the work is all completed. However,
ire to submit the final voucher without the
completion of the 8,000 Cu.Yds. of excavation mentioned in your letter, you should request a change of the limits of that project. This change would include a revision of the description of the project as given in the project agreement, setting forth the stations between which this remaining excavation is located, as an exception to E-181-A.

Trusting that this explanation is sufficient, I am

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
By State Highway Engineer

[illegible]

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

See E[illegible]
re part of work
to be left out and
re when and how the work
will be completed

22,000
12,000
10,000

ATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

October 3, 1933

ineer

made to your October 2, 1933, letter con-
.H.P. E-181-A, the Joplin-Eldon contract No.
end of the Wolf Creek Highway.

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Trusting that this explanation is sufficient, I am

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
By State Highway Engineer

RECEIVED
OCT - 1933
OREGON
STATE [illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 3, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your October 2, 1933, letter concerning Oregon E.C.H.P. E-181-A, the Joplin-Eldon contract No. 1417, on the west end of the Wolf Creek Highway.

We have no objection to your releasing the contractor but it will be necessary to withhold payment of the final voucher on E-181-A until the work is all completed. However, if you should desire to submit the final voucher without the completion of the 8,000 Cu.Yds. of excavation mentioned in your letter, you should request a change of the limits of that project. This change would include a revision of the description of the project as given in the project agreement, setting forth the stations between which this remaining excavation is located, as an exception to E-181-A.

Trusting that this explanation is sufficient, I am

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
By State Highway Engineer

[illegible]

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

October 3, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your October 2, 1933, letter concerning Oregon E.C.H.P. E-181-A, the Joplin-Elden contract No. 1417, on the west end of the Wolf Creek Highway.

We have no objection to your releasing the contractor but it will be necessary to withhold payment of the final voucher on E-181-A until the work is all completed. However, if you should desire to submit the final voucher without the completion of the 3,000 Cu.Yds. of excavation mentioned in your letter, you should request a change of the limits of that project. This change would include a revision of the description of the project as given in the project agreement, setting forth the stations between which this remaining excavation is located, as an exception to E-181-A.

Trusting that this explanation is sufficient, I am

Very truly yours,

W. H. LYNCH
District Engineer

181-a

November 17, 1935

F. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your communication of November 14 in which you make claims for extra compensation for your contract No. 1418 for clearing, grubbing and grading of the Hug Point-Arch Cape Section of the Oregon Coast Highway.

I have referred your claims to Mr. H. G. Smith, Construction Engineer, for examination. As soon as Mr. Smith has had time to make examination, we will contact you. However, I wish to advise you that we are extremely busy and it may be some little time before we can give this matter the attention which it warrants.

Very truly yours,

State Highway Engineer

RHB:HI

cc H. G. Smith

#1417
181-a

November 9, 1933

Joplin & Eldon,
814 Couch Building,
Portland, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1417 - Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County expired on October 15, 1933.

According to our records this contract was not completed until October 17th, 1933. On all Federal Aid projects it is necessary that the time limit be extended up to the actual date of completion before final payment can be made.

Will you kindly forward us your application for an extension of time to October 17th on the above contract, and also secure the written consent of your surety on the bond to accompany your application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to W. H. Chandler.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

November 6, 1933

RECEIVED
1933
STATE H

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of ~~Oregon E-181-A~~
Necanicum-North Fork Section Wolfe Creek Highway
, was made by a representative of this office on October 20, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

121-a

October 7, 1933

Enquist Construction Company
Troutdale
Oregon

Gentlemen:

We are today forwarding by express an executed copy of the contract awarded to you on September 16, 1933, for the construction of the Necanicum River bridge on the Wolf Creek Highway in Clatsop County. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jm

181-a

October 2, 1935.

Mr. W. H. Lynch, District Engineer
Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Dear Sir:

This will refer to the Joplin & Elden contract on the west end of the Wolf Creek Highway, contract #1417, which is now practically completed.

The contract called for the movement of some 8,000 cubic yards of excavation from the east end of the Necanicum River bridge (to be built under separate contract) to the west approach thereof. This bridge was contracted at the last meeting of the Commission, having been delayed in the letting one month through an error in advertising for bids.

error was in proposal form

#2 S.

It is not expected that the structure will be completed for about two months, and I have agreed with the contractor that he should be relieved from the completion of this west approach grading as it would be unjust to hold him with his equipment to complete this work when the remainder of his contract will be finished within a few days, and also because the weather conditions at that time would likely prohibit the work being accomplished. We plan to include this grading work with a grade stabilization and surfacing contract next year, if and when funds are available.

We ask your approval of this arrangement.

Yours very truly,

R. H. BALDOCK
State Highway Engineer.

FDR:ZR

September 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Necanicum River Bridge, Project No. NRM-181-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GG

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-161-A

BRIDGE OVER NECANICUM RIVER

ON THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, September 21, 1933

100	cu. yds.	Excavation	$ 1.00	$ 100.00
10	" "	Excavation below Plans	3.00	30.00
28	" "	Class "B" Excavation	16.00	448.00
64	" "	Class "D" Excavation	20.00	1,280.00
14,000	lbs.	Metal Reinforcement	0.045	630.00
26	M-FBM	Treated Lumber	73.00	1,898.00
184	lin. ft.	Composite Handrail	2.50	460.00
			Sub-total	$ 4,846.00
			10% Engr. & Cont.	484.60
			Total	$ 5,330.60

Length 87 feet .016 miles

National Recovery Highway Funds Requested $ 5,330.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 81, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

181-a

September 20, 1933

Tiffany Grease Works
200 N. Trinity Avenue
Fort Worth, Texas

Gentlemen: Attention R. H. Wyatt, Credit Manager

Reference is made to your inquiry of September re Joplin & Eldon, contractors.

Our records disclose that state highway contract No. 1417 was awarded to Joplin & Eldon, 314 Couch Building, Portland for the construction of the Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County, being project numbered 1493.

The contract specifies May 31, 1933 as the date of completion, however such date has subsequently been extended to October 15, 1933.

In this instance the bond was written by the U. S. Fidelity & Guaranty Company, C. O. Price, Agent; Porter Building, Portland, Oregon.

Very truly yours

Secretary

HBG;jn

TIFFANY
LUBRICANTS
"FINE AS A SILKY FILM OF GAUZE
— TOUGH AS A RHINO HIDE"

TIFFANY
LUBRICANTS
AMERICA'S FINEST—
ADDS YEARS TO GEARS

TIFFANY GREASE WORKS
200 N. TRINITY AVENUE
FORT WORTH, TEXAS

Sept.16th,1933.

RECEIVED
SEP 20 1933
OREGON
STATE HIGHWAY COMMISSION

The Oregon State Highway Commission,
Salem, Ore.

Dear Sirs:

RE: James Great, Subcontractor
under Joplin & Eldon, Principal
Contractors, Job in Clatsop County
Oregon.

Please be kind enough to check your records and note on the bottom of this letter, showing the Project number, the contract date for completion and the name and address of the surety company in connection with the job in Clatsop County on which Joplin and Eldon have the Principal Contract.

The enclosed postage paid envelope is for your convenience and we shall appreciate this courtesy on your part very highly.

Yours very truly,

TIFFANY GREASE WORKS.

R. H. Wyatt
Credit Manager.

E:D

"GOOD AS GOLD" TIFFANY "AMERICA'S FINEST"

September 19, 1933

Enquist Construction Company
Troutdale
Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 1409 for the construction of a bridge over the Necanicum River on the Wolf Creek Highway in Clatsop County.

All partners must sign the four copies of the contract as to agreement and bond, after which they must be returned to this office for the approval of the Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provisions relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 181-A, bridge over Necanicum River on the Wolf Creek Highway, to Enquist Construction Co., Troutdale, Oregon, who submitted the low bid of $4,846.00.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

August [illegible], 1933

RECEIVED
AUG 22 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S.& E. for Oregon NRH 181-A, the bridge over the North Fork of the Necanicum River.

We have been requested to furnish title sheets for this project, and we request that they be submitted at your early convenience.

With respect to this project, the program provided for a bridge across the North Fork of the Nehalem River. This was evidently in error, as we understand the bridge over the North Fork of the Necanicum River is the one to be constructed.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 8, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Plans, specifications and estimate for Oregon NRH 181-A, the Necanicum River Bridge on the Wolf Creek Highway, ~~have~~ today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses, mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeograph Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal Funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

(It appears that this bridge should be designated Section "D" instead of "A". Information concerning this has been requested, and you will be further advised.

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer.

August 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Necanicum River Bridge on the Necanicum-North Fork Section, Project No. NRH-181-A.

Five blueprints, copies of Sheet No. 4 of the plans are being sent under separate cover, which sheet has been revised to show the correct limits of the bridge.

For the reason that the bridge is slightly shorter than its estimated length given in the original plans for Project No. N-181-A, it will be necessary to show a revised length of roadwork when a statement of completed work is submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-181-A

BRIDGE OVER NECANICUM RIVER

ON WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, Aug. 8, 1934.

100	cu. yds.	Excavation	$ 2.00	$ 200.00
10	cu. yds.	Excavation below Plans	6.00	60.00
22	cu. yds.	Class "B" Concrete	18.00	376.00
64	cu. yds.	Class "D" Concrete	19.00	1,216.00
14,000	lbs.	Metal Reinforcement	0.05	700.00
26	M-FBM	Treated Lumber	80.00	2,080.00
184	lin. ft.	Composite Handrail	3.00	552.00
				$ 5,374.00
		10% Engr. & Cont.		537.40
				$ 5,911.40

Length 87 ft. .016 miles

National Recovery Funds Requested............ $ 5,911.40

181-a

July 26, 1933

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

With reference to the construction progress graphs, I note that on the Necanicum-North Fork Section, Joplin & Eldon, that J. H. Scott, Resident Engineer, has spent $8,000 in engineering and only completed a little more than $120,000 worth of work. This seems altogether too high for engineering on this type of job. Please see if you can cut down the engineering expense from now on on this job.

Approximately the same percentage is true on the Hug Point-Arch Cape Section.

Very truly yours

State Highway Engineer

RHB:HI

FORM 2-2-1 5500 10M 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Necanicum -- North Fork

Nehalem,Oregon,

July 20th,1933

IN REPLY PLEASE REFER TO FILE NO.
4 P 0
Contract # 1417

Mr S.H.Probert,

Office Engineer,Oregon State Highway Dept.,

Salem,Oregon,

Dear Sir:

Referring to your letter of July 18th with a copy attached of a letter from Mr Arthur W.Jones,Special Agant of the U.S.Employment Service at Portland.

The men referred to in Mr Jones' letter are all employed as truck drivers on 5 ton White or International trucks.Joplin & Eldon prfer to have registered men in all positions if they can get suitable men but in this case where the men are ~~xi~~ driving heavy trucks,I do not believe that the specifications require that they come from the county list.However,I very much appreciate from Mr Jones any information as to any irregularity in registration.Joplin & Eldon are being requested not to use Miller,ianelli or oodendaugh on any work other than heavy equipment where tickets are not necessary.

Yours truly,

H.Scott
Resident Engineer

cc Mr Arthur W.Jones,

cc Mr W.E.Chandler,Division Engineer

cc Joplin & Eldon

Sal

111-a

July 18, 1933

Mr. J. H. Scott
Highway Resident Engineer
Nehalem, Oregon

Dear Sir:

For your information, we are enclosing herewith a copy of a letter addressed to Contractors Joplin & Eldon on July 15th, by Arthur W. Jones, Special Agent of the U. S. Employment Service in Portland.

In case the contractor has not already dismissed the three men who are on the work without proper qualifications, arrangements for their dismissal should be made at once.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc K. G. Smith
cc W. R. Chandler

Encl.

EMP. 1

DEPARTMENT OF LABOR
U. S. EMPLOYMENT SERVICE

IN ANSWERING REFER TO
No.

Portland, Oregon.
July 15, 1933.

Mr. S. H. Probert,
Office Engineer,
Oregon State Highway Commission,
Salem, Oregon,

Dear Sir:

Enclosed herewith find copy of letter to Joplin & Eldon, which we would be pleased to have you forward to Resident Engineer on the job.

Thank You,

Arthur W. Jones

Arthur W. Jones,
Special Agent,
U. S. Employment Service,
192-1st Street, Portland.

AWJ/AL

EMP. 1

DEPARTMENT OF LABOR

U. S. EMPLOYMENT SERVICE

IN ANSWERING REFER TO
No.

Portland, Oregon
July 15, 1933.

Mr. R. W. Joplin,
Joplin & Eldon,
Wolf Creek Highway,
Seaside, Oregon.

Dear Sir:

Replying to your request of July 13, 1933, we are enclosing work orders for Floyd Stafford # 15083, and Frank Gagen #21093. We find no registration for Andrew Miller, whose number you give as #3462, which number is shown on our records to have been assigned to another person. Harry Gianelli is held in our pending file, nor qualified on account of irregularity in registration. K. W. Moodendagh does not show anywhere on our records.

Of the five names sent us, we can certify but two and this should be sufficient to call your attention to the fact that men should not be hired on the job, unless first certified by us and carrying our work order.

The fact of a man carrying a yellow card is not sufficient indication that he is in present good standing and qualified to work.

Under these conditions we cannot accept Miller, Gianelli and Moodendagh as a part of Multnomah County quota.

Respectfully Yours,

Arthur W Jones

Arthur W. Jones,
Special Agent,
U. S. Employment Service,
192-1st Street, Portland.

AWJ/AL

181-a

June 21, 1933

Mr. William A. Wiest
Attorney at Law
Porter Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of June 17 concerning Joplin & Eldon's contract for the grading of the Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County.

The contract referred to is State Highway Contract No. 1417 as described above.

Our records show that we have paid the contractor in excess of $48,000 and that our retained percentage at the present time is about $8,000. Our records also reveal that the project was 27% complete on May 15 and that the estimated date of completion is October 15, 1933.

Payments are made to the contractor monthly on estimates prepared on the fifteenth of each month. Warrants for completed work are usually mailed to the contractor about two weeks after the estimate date.

The project is not far enough along yet to estimate the number of payments that are required to complete the payments for this work.

Very truly yours

Secretary

HBG:AJ

#1417
Clatsop

WILLIAM A. WIEST
ATTORNEY AT LAW
1208 PORTER BUILDING
PORTLAND, OREGON

June 17, 1933.

JUN 19 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Joplin & Eldon
Seaside - Elsie section.

I desire to learn about what proportion of the work has been completed by Joplin & Eldon under their contract on the construction of the highway west of Elsie on the Seaside to Portland highway, and how many estimates have been paid.

Particularly I am anxious to know how many more estimates are to be paid under that contract, and on or about what dates those estimates will be paid.

Whatever information you can give me by early mail will be appreciated.

Yours very truly,

W A Wiest

WAW:AA

Pd. May 15 - $48,635.47
Retained - $ 8,582.73
Was 77% complete on May 15th
Completion date is Oct. 15, 1933

FORM 5-A-1 6700 7000 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-a

OREGON STATE HIGHWAY COMMISSION

SALEM

April 26, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. J. H. Scott,~~
~~Resident Engineer,~~
~~Nehalem, Ore.~~

Dear Sir:

It is noted that the Quantity Summary Sheets on the Necanicum-North Fork do not show any material change in the "Estimate corrected to date" from the preliminary estimate.

It is very convenient for us to have this "Estimate Corrected to Date" column kept as accurately as possible to show the various increases or decreases which have been found necessary during the progress of the job.

Your job should be practically cross-sectioned and refigured so I would appreciate having the Quantity Summary sheet show the "Estimate corrected to date" as accurately as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

NOTED
State Highway Engineer

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
Wm. E. Chandler

April 14, 1933

Mr. H. G. Smith
Office

Dear Sir:

This is a copy of the rental agreements for equipment prepared for Joplin & Eldon and approved by this office, which you may use under similar conditions.

Very truly yours

State Highway Engineer

RHB:HI

Mr. Baldock:-

This is a copy of the matters we agreed upon Re- Joplin & Eldon matter.
Also Copy for Smith

urnish for the use of the party
ols and equipment together with
the operation of said machinery,
sed by the party of the first

part for the performance of work to be done under said contract between the State and Joplin & Eldon, the portion of which said work in connection with which said tools, machinery and equipment are to be used is that portion of the work defined as being between State Highway Engineer's Station ________ ________________ and State Highway Engineer's Station ________________. It is understood that the party of the second part shall at his sole cost and expense keep all of said machinery in good running order and repair.

2. Party of the first part shall pay to the party of the second part as rental for said equipment, tools and machinery as follows:

(Here the rental may be on a monthly basis, on a daily basis or it may be a percentage of the profits earned under the job or any other legitimate measurement of value.)

(If the owner of the equipment is employed on the job in any capacity then he must be on the pay roll of the contractor and some such paragraph as the following must be in the agreement:)

3. The party of the second part agrees to render service to the

1. Party of the second part shall furnish for the use of the party of the first part all necessary machinery, tools and equipment together with necessary fuel, oils and greases required in the operation of said machinery, tools and equipment, all of which are to be used by the party of the first part for the performance of work to be done under said contract between the State and Joplin & Eldon, the portion of which said work in connection with which said tools, machinery and equipment are to be used is that portion of the work defined as being between State Highway Engineer's Station ________ __________________ and State Highway Engineer's Station __________________. It is understood that the party of the second part shall at his sole cost and expense keep all of said machinery in good running order and repair.

2. Party of the first part shall pay to the party of the second part as rental for said equipment, tools and machinery as follows:

(Here the rental may be on a monthly basis, on a daily basis or it may be a percentage of the profits earned under the job or any other legitimate measurement of value.)

(If the owner of the equipment is employed on the job in any capacity then he must be on the pay roll of the contractor and some such paragraph as the following must be in the agreement:)

3. The party of the second part agrees to render service to the party of the first part as foreman or superintendent of said equipment and for said service the company shall pay to him (the compensation may be on an hourly or monthly basis, but in any event the compensation to such party must conform to the rules and requirements with respect to hours and pay provided for in the contract between the State and the contractor and be in harmony with the rules and requirements of the Bureau of Public Roads.) All of said equipment and machinery shall be operated under the direction, supervision and control of the party of the first part, and to the satisfaction of the State Highway Engineer, in the performance of the work to be done under the said contract between the State and the said company.

FORM 5-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

[illegible] NO. 124

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-a

March 30, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

Dear Sir:

Our records show that on February 15th, we sent you a revised price agreement in the amount of $620.00 covering the clearing of extra right of way on the Necanicum-North Fork Section.

The original price agreement as sent in was approved except for a few minor changes which eliminated increases in amount.

The revised agreement was to be signed by the contractors and yourself and returned to this office, but to date we have no record of it having been returned.

If there is still necessity for extra clearing please have a price agreement executed and sent in in order to complete our record. As the original agreement was approved by Mr. Baldock the signing of the revised agreement by the contractor would authorize proceeding with this work. Since there has been another price agreement numbered one, this agreement will now take the number two.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by

Chas. E. Low

By

CC to
R. H. Baldock ✓
Wm. E. Chandler

H. G. Smith,
Construction Engineer.

NOTED
Highway Engineer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. E.-181-A

Post Office Building
Portland, Oregon.

Feb. 17, 1933

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the ________________ project agreement and certificate
Emerg. Constr. Hwy.
for the above numbered ~~[illegible]~~/Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By LJCanfield
L. J. Canfield
Highway Engineer.

Appr 13700

Form P. R. 2
State Oregon
Project No. E-181, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of December, 1932 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 8th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 7th day of October, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-four thousand, seven hundred three and 43/100 dollars ($64,703.43) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources ....
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 8+00.9 near the center of Sec. 23, T.5 N., R.9 W., W.M., and survey station 196+50 in the S.E.¼ of Sec. 17, T.5 N., R.8 W., W.M., (excepting therefrom the bridge between survey stations 57+35 and 58+30)

..........................., length 3.538 miles, in Clatsop County, being Section A of Oregon Federal Aid project No. E-181, consisting of 3.538 miles of roadway and no bridges, ~~[illegible]~~, ~~[illegible]~~h. known locally as the Necanicum-North Fork section of the Wolf Creek Highway between official control points Portland and Necanicum.

FEB 17 1933 8 39 AM

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon,

(c) It is mutually agreed that the new structure between survey stations 57+35 and 58+30 not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structure, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

FORM S-A-4 6767 10M 12-32

COMMISSIONERS

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-four thousand, seven hundred three and 43/100 dollars ($ 64,703.43), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred fifteen thousand, six hundred seventy-eight and 10/100 dollars ($ 215,678.10), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1937.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3rd day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. K. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

R. H. BALDOCK
STATE HIGHWAY ENGINEER

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E 181-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $215,678.10 as the total estimated cost of said project, and the sum of $64,703.43 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3rd day of February one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting Secretary of Agriculture.

CWS

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4839

FEB 17 [illegible] 10 30 AM

FORM 2-A-1 6767 10M 12-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nehalem, Oregon,
February 10th, 1933.

ED
Highway Engineer

Necanicum-North Fork F.A. ~~E181A~~ Joplin & Eldon.

Contractor's Record of Payroll Distribution

(East and West Units)

	Camp	Clear Grub	Mess	Over head	All Culvts	Tote Road	Excavn	TOTAL
Previously Reported	713.69	13855.14	535.36	394.00	198.55	692.07	1006.53	17395.34
Jan 1933	539.40	4466.61	260.00	245.00	164.50	373.72	462.40	6512.63
Total	1253.09	18321.75	795.36	639.00	363.05	1065.79	1468.93	23907.97

Note: These amounts are compiled from the Contractor's original and permanent records.

Respectfully submitted,

Cost Keeper.

CC R. H. Baldock ✓
H. G. Smith
W. E. Chandler
H. J. Scott

R D
FEB 18 1933

12-32
MISSIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Nehalem, Oregon,
February 10th, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Hug Point - Arch Cape E180A P. L. Crooks & Co.

Contractor's Record of Payroll Distribution

	Camp Exps	Clear Grub	Move In	All Culvts	Shovel Load'g	Truck Haul	Dump Exps	Drill 8 Rock	TOTAL
Previously Reported	518.90	7149.94	620.78	698.28	1078.91	629.83	330.85	458.31	11485.80
Jan 1933	213.05	2054.93	-	486.42	732.19	362.94	207.41	623.65	4680.59
Total	731.95	9204.87	620.78	1184.70	1811.10	992.77	538.26	1081.96	16166.39

FORCE ACCOUNT (Kissling Place)	28.31
EXTRA WORK (Asbury Creek Channel Change)	18.75
Grand Total	16213.45

Note: These amounts are compiled from the Contractor's original and permanent records.

Respectfully submitted,

Cost Keeper.

CC R. H. Baldock
H. G. Smith
W. E. Chandler
H. C. Broadwell

FEB 18 1933
OFFICE OF

181-a

January 26, 1935

Mr. W. H. Lynch, District Engineer
Bureau of Public Roads
Postoffice Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of the 18th instant, in which you advise that you have heard rumors that the State Highway Commission has in mind to discontinue Oregon Emergency Construction Highway Project Nos. E-181-A (Necanicum-North Fork Section of Wolf Creek Highway) and E-181-B (Humbug Mountain-Ranger Station Section of Wolf Creek Highway), and request that you be informed as to the present plans of the Commission with respect to these projects.

Your letter was presented to the Commission at its meeting held on January 25, 1935 and I was instructed by the Commission to inform you that it has no intention of discontinuing these projects at the present time but expects to carry them through to completion.

Very truly yours

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 18, 1933

RECEIVED
JAN 19 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of vouchers for Oregon Emergency Construction Highway Projects Nos. E-181-A (Necanicum-North Fork section of Wolf Creek Highway) and E-181-B (Humbug Mt.-Ranger Station section of Wolf Creek Highway) in the amounts of $10,377.70 and $8,680.00.

There has been some talk and newspaper comment to the effect that work on these projects may be discontinued. It will accordingly be appreciated if you will advise us concerning the present status of the two contracts involved in the above mentioned vouchers, which will be held here pending receipt of your reply.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Cannon says going through with
present projects -

FORM 5-A-1 5563 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-a

OREGON STATE HIGHWAY COMMISSION

SALEM
January 13, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Joplin & Eldon,
Contractors,
814 Couch Bldg.,
Portland, Ore.

Gentlemen:

The Resident Engineer's reports indicate that you are persisting in operating the Necanicum-North Fork by sub-contracts, and are letting new ones for clearing.

It will be necessary therefore for us to withhold all estimates until we have received satisfactory evidence that these sub-contracts have been abrogated.

Therefore acting under the authority of Section 6 of the Specifications and Contract agreement you are hereby notified that no further partial payments will be made under your contract until satisfactory evidence is furnished that no sub-contracting exists.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
R. H. Baldock ✓
J. M. Devers
S. H. Probert
J. H. Scott
Wm. E. Chandler

January 4, 1933.

Mr. William Fraser,
23 N. E. Baldwin Street,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of December 27th, in regard to employment on state highway work.

The Joplin and Elden job in Clatsop County is a federal aid emergency project, and it is, therefore, being handled in accordance with the regulations of the Federal Government, which regulations require that all labor be obtained through the county employment committees. It will, therefore, not be possible for Joplin and Elden to re-employ you unless you are recommended to them by the employment committee of Clatsop County or the employment committee of Multnomah County. If you are so situated that you cannot be registered in either of these counties, we are sorry, but it is a matter over which we have no control.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

181-a

COMMISSION

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preted by Mr. Smith's letter.

Yours very truly

J. M. DEVERS

JMD:FW
cc R. H. Baldock
H. C. Smith
W. E. Chandler

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

181-a

COMMISSION

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Yours very truly

J. M. DEVERS

JMD:PH
cc R. H. Baldock
H. G. Smith
W. E. Chandler

R. M. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

COMMISSION

181-a

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Yours very truly

J. M. DEVERS

JMD:PW
cc R. M. Baldock
M. G. Smith
W. E. Chandler

FORM S-K-1 6078 1M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

181-a

January 3, 1933

Joplin & Eldon,
Couch Building,
Portland, Oregon.

Gentlemen:

With respect to the proposed form of agreement by which it is intended by you to cover the rental of equipment which is to be used in connection with your contract with the State for highway improvement, I wish to report to you that I have gone over this form of agree- with Chief Engineer Baldock and Construction Engineer H. G. Smith, and have discussed with them the actual workings of the plan proposed by you. It appears from the actual working of your plan that the men who are supposed to be supervisors are not on your pay roll, from all of which it appears that in reality the plan is a subcontract.

Several of the contractors have written in asking permission to employ in connection with their contracts with the State the same procedure and the answer which has been made to them by Mr. Baldock, Chief Engineer, is now being made to you. That answer is disclosed by a copy of a letter written by H. G. Smith to the General Construction Company, a copy of which letter I am attaching hereto.

You are therefore advised that it is the opinion of Mr. Baldock and his Construction Engineer Mr. Smith that the actual application of the methods proposed by your rental agreement is in effect a subletting and therefore is not approved. It will be necessary for the work to be conducted in harmony with the terms of the contract as interpreted by Mr. Smith's letter.

Yours very truly

J. M. DEVERS

JMD:PW
cc R. H. Baldock ✓
   H. G. Smith
   W. E. Chandler

FORM 5-A-1 8663 6M 9-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 29, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers,
Attorney,
Office.

Dear Sir:

I have looked over the correspondence which you handed me concerning the manner in which Joplin and Eldon are attempting to handle their work and I believe that to all intents and purposes they are in reality sub-contracting and their scheme should not be permitted.

I have talked this over with Mr. Probert and we agree that there is nothing in the specification to prevent Joplin and Eldon renting a steam shovel or concrete mixer on the yardage basis, but believe that unless the deal is confined actually to the renting of equipment that it amounts to an evasion to our specification against sub-contracting.

Their contract states "that the second party will furnish for use of the first party all necessary machinery and equipment together with the necessary fuel, oils, greases, etc., and will supervise the operation and work of clearing, grubbing, grading and draining all of that portion of the work mentioned, and that in so doing the second party will at their own expense keep all said machinery and equipment in good running order and repair, and will see that said clearing, grubbing, grading and draining is done in a good and workman like manner and according to the plans and specifications therefor, and to the full satisfaction of the engineer for the Oregon State Highway Commission in charge of the work to the full satisfaction of the first party."

According to our contract no one should be in supervision or charge of this work except employees of Joplin and Eldon, consequently when they enter into a contract for another person to supervise the operation and the work of clearing, grubbing, grading and drainage, they have really sub-let the work, which is directly in contradiction to our contract. It would seem allowable for them to enter into a contract with the owner of a concrete mixer or power shovel by which he is paid so much per yard, and I will also grant that he might exercise a very limited jurisdiction over the repairs to the shovel in his capacity as the owner but we should hot grant him any jurisdiction over the performance of the work and the manner of placing the material unless he is an actually hired foreman for Joplin and Eldon, as to do so would enable them to cover the work with owners of equipment and thus avoid the payment of wages for supervision.

Their contract states that the second party will accept as full and complete compensation thereof a sum of money between the actual cost of the labor supplied and paid for by the first party, and a sum to be arrived at by computing the amount of the work done at the following rates and estimates made by the engineer in charge:

Clearing and Grubbing
Common Excavation
Solid Rock Excavation
Overhaul
Truck Haul

In order to avoid being a sub-contract I consider that the contract should merely state that the equipment rental should be at a certain price per cubic yard, and that the owner of the equipment be prohibited from supervising any of the construction operations unless he be employed as a foreman by Joplin and Eldon and draw wages in that capacity.

In my opinion such a contract invalidates all our attempts to prevent sub-contracting and should be given very careful consideration before approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock

121-a

December 21, 1932

Mr. L. M. Scott, Chairman
State Highway Commission
1025 Yeon Building
Portland, Oregon

Dear Sir:

In accordance with your request, I am attaching hereto a report of Resident Engineer J. H. Scott on the Joplin & Eldon contract on the Nesmicum-North Fork Section of the Wolf Creek Highway.

Very truly yours

State Highway Engineer

RHB:HI

5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 19, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In accordance with the request of Commissioner Scott, I have advised Resident Engineer J. H. Scott to prepare a report on the Joplin and Eldon work.

I believe the freezing weather of the last few days has allowed Joplin and Eldon to get their roads improved in a fair manner and I also believe that practically all labor conditions have been adjusted so that they conform to the Bureau requirements.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

Encl.

9M 9-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nehalem,Oregon

December 5th,1932

RECEIVED
DEC 8 1932

RECEIVED
DEC 8 - 1932
OFFICE OF
CONSTRUCTION ENGINEER

Mr H?G.Smith,
Construction Engineer,
State Highway Dept.,
Salem,Oregon,

Dear Sir:

Referring to your letter of December 1st stating that Commissioner Scott had been informed that Joplin & Eldon were working men ten hours per day and were careless about the hours of their shifts.

We have kept a fairly close check of the time and get the time fromt their time books two or three times per week and inspect the tickets of any new men and we are over the work frequently enough to know most of the men and to know what is going on.Their first payroll went direct to the Salem office and a number of things were missed at first on that account.Excess time was put in in a few cases where the contractor made one interperetation and we another,such as that skilled labor was not confined to thirty hours. These have been straightened out as they come up.Last week a tractor driver worked ten hours but it was because the tractor was mired down at some distance from camp and he stayed until he got it out. Foremen and men on a monthly basis are entitled to work as nescessary and sometimes work ten hours but generally eight but work 42 to 48 hours per week which is permissable.Contractor has been

PORTLAND
ORNE, EUGENE
RICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

REFER TO FILE NO.

notified that foremen on an hourly basis cannot work for more than eight hours per day or more than ~~X~~ 48 hours per week.

The trail to the upper end of the work is very bad and I have asked Mr Joplin to rush his service road so that the men will not have such a condition to contend with.It takes an hour to one and one half hours to walk from the Stuart places where cars are left to the upper job as the men travelling,tractors with sled loads of supplies and horses have reduced the trail to an almost impassable condition.The men have to put in a full shift on the job and prefer to work 5-8 and 1-6 hour shifts per week and under this condition it would be fully ten hours by the time they got back to their cars.

We are in touch with the job close enough to know about the ti time put in and as mentioned above,occasionally a man gets in more than his shift calls for but that is soon corrrected.Ten hour shifts are not regular and are only worked by monthly men and an occasional emergency.We cannot go deeper into this checking witout a great deal of additional expense which I do not feel is justified now.I wish to assure you that we are keeping tabs and will particularly watch the length of shifts.I would appreciate information as to what crew the complaint was made about.

Attached are copies of recent letters sent to the contractor that will show that the matter is not being neglected.

Yours truly,

J.H.Scott
Resident Engineer

FORM 5-A-1 3088 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-a

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

Dear Sir:

In regard to hours of work for shovel owner operating shovel on Joplin and Elden work. It is my understanding from your telephone conversation that this man is also acting as shovel runner in which case he is limited to 30 hours work per week.

Rental rates and all payments thereunder must be shown on the payroll as items separate and distinct from labor. All charges for gas, oil, etc., will be shown on the payroll as deduction from the rental earned, and in no event may charges of this nature be deducted from the wages earned.

Take immediate steps to completely check over all employment on this job both by study of the payrolls and full inspection, and stop such portions of the work upon which violations are being practiced until such time as they are corrected.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOTED

FORM S-A-1 5882 5M 9-32

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-a

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

Dear Sir:

Regarding necessity of Timekeeper Hinges making trips to Portland for purpose of obtaining cost on Joplin & Eldon's work.

Several other methods of obtaining this data have been suggested but I believe more accurate results will be obtained if the Timekeeper obtains this data himself, therefore you are authorized to allow him to make two trips per month for this purpose.

The round trip should be made within one day and no expenses will be allowed for lodging. The State car must not be used for any side trips or used for any other purpose than to go and return on the same day.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
Wm. E. Chandler
H. C. Broadwell

State Highway Engineer

FORM S-A-1 5488 3000 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-a

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Scott,
Resident Engineer,
Nehalem, Ore.

Dear Sir:

In our labor distribution for Emergency Federal Aid projects, it provides that the labor for the Necanicum-North Fork project be obtained 21% from Clatsop, 7% from Tillamook and 72% from Multnomah Counties.

It has become apparent that the class of laborers best suited to clearing and grubbing work are available in Clatsop County and that suitable loggers equipped with the necessary clothes cannot be readily obtained in Multnomah. Therefore it is acceptable to those in charge of the Multnomah Relief Committee that Clatsop and Tillamook County labor be used in clearing operations with the understanding that when the grading work is undertaken that the labor distribution will be rebalanced by obtaining a larger percentage from Multnomah County.

Joplin and Elden are therefore authorized to employ 50% labor from Clatsop County, 30% from Tillamook County and 20% from Multnomah County, for clearing operations. The 20% from Multnomah is fixed to cover such men as are already on their payroll and such occasional men as Multnomah finds it necessary to place.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock,
Wm. E. Chandler,
Joplin and Elden,
Portland, Ore.
Worth W. Caldwell,
Portland, Ore.

State Highway Engineer

OR 181a

November 22, 1932

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Acknowledgement is made of your letters of November 5th and 21st [illegible] the Joplin & Eldon contract in Clatsop County.

Please be advised that the above firm were awarded contract No. 1417 covering the grading of the East and West Units of the Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County. This contract consists of 3.56 miles of grading. The amount of the contract is $196,071.00 and the completion date is May 31, 1933. The bond which was furnished was written by the United States Fidelity & Guaranty Company for whom C. O. Price, who has offices in the Porter Bldg., Portland, is resident agent.

For your information we wish to advise that the reason that your inquiries concerning contracts are often held up is the fact that we do not have the full information concerning the contract when the inquiry is received. After a contract has been awarded by the Highway Commission copies have to be prepared and sent to the contractor for execution. Often times they are not properly executed and have to be sent back which takes considerable time. After a contract has been executed by a contractor it has to be executed by the Highway Commission and we prefer not to answer inquires until after a contract has been signed by the Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Union Oil Company of California

ALL STOCK CAR SPEED RECORDS

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

RECEIVED
NOV 22 1932
OREGON
STATE HIGHWAY COMMISSION

November 21, 1932

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: JOPLIN & ELDON
Portland, Oregon

We will thank you to refer to our letter of November 5th, wherein we requested a description of the work which Joplin & Eldon are doing in Clatsop County.

We will appreciate your kindly furnishing us with this information at your very earliest convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer

District Manager

230
1126
3.56

LH:B

Jim [illegible]

[illegible]

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ALL STOCK CAR SPEED RECORDS

8TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

November 5, 1932

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: JOPLIN & ELDON
Portland, Oregon

It is our understanding that Joplin & Eldon have been awarded a contract for certain highway work in Clatsop County.

We anticipate making charge deliveries of petroleum products on this job and will therefor appreciate your giving us a complete description of the project, the amount of the contract, the amount of the bond, the name of the bonding company and its Agent and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer

District Manager

LH:B
Encl

RECEIVED
NOV 7 - 1932
OREGON
STATE HIGHWAY COMMISSION

Division Engineer

FORM 8-A-1 5564 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1-a

OREGON STATE HIGHWAY COMMISSION

SALEM

In Reply Please
Refer to File No.

RECEIVED
NOV 18 1932

Nehalem,Oregon

November 14th 1932

Mr S.H.Probert,

Office Engineer,

State Highway Engineer,

Salem.Oregon

Dear Sir:

Refferring to your letter of November 10th to Joplin&Eldon relative to their payroll covering the period fromOctober 15th to October 31st on the Necanicum-North Fork Section of the Wolf Creek Highway,project 4 PO,I have asked a number of times for this payroll and understood that it was to come to my office for checking and that I would send it to the Salem office.

Regarding the statement that several men worked more than thirty hours per week, wish to state this this was due to a misunderstanding on the part of the contractor who said that skilled labor was not in the 30 hour class,For the first week or several men did work but this was definitely settled on October 24th and only the monthly men work more.All foremen are on the 30 hpur basis.Their attention was called also to the fact that they should have paid their cat driver 60 cents per hour.He is later to be a skilled operator and is working at anything until that job is ready.Think everything is properly settled.

If possible,would like to have a copy of the payrobl for my records and future reference.Will make my own copies of future payrolls.

Yours truly,

J H Scott

J.H.Scott
Resident Engineer

CC Mr W.E.Chandler,
Division Engineer

PR 181-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV 15 1932
OREGON
STATE HIGHWAY COMMISSION

November 14, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of plans for the 3x3 culvert, drawing No. 4544, which is to be used on the Necanicum-North Fork section of the Wolf Creek Highway, Oregon E-181-A. This plan meets with our approval.

Inasmuch as there are a number of high fills on the Humbug Mt.-Ranger Station section, Oregon E-181-B, where a 3x3 culvert is required, it is believed advisable to use this revised plan for that project also. Will you please advise us if you intend to do this, and if so, furnish additional prints?

Receipt is also acknowledged of plans for the 8x8 culvert, drawing No. 4545, with your letter of November 9 (Oregon E-181-A). The plans for this project call for an 8x10 culvert. Is it your intention now to change this to an 8x8? If not, revised plans for the 8x10 size should be furnished us, showing the revisions required on account of the high fills. The changes necessary were taken up with you some time ago.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

[illegible] is sending prints of 3x3 for PR 181-B and is writing to the Bureau advising that the 8x8 culvert will be used on 181-A — 11-15-32

October 26, 1932.

Mr. R. H. Baldock:

Pursuant to your instructions, this Department has made an investigation of the box culverts on the Necanicum-North Fork Section of the Wolf Creek Route, and begs to report as follows:

There are five culverts in this group, four of which are 3x3 box culverts, and the fifth is an 8x10 box culvert. An investigation on the ground discloses the following facts:

1. That the 3x3 boxes are more than adequate for hydraulic traffic, and could be replaced by 36 inch pipes.

2. That the 8x10 box culvert can be very well cut to 8x8, and also lightened up at the ends.

The original yardage in the 8x10 box was 622.5 cubic yards whereas a redesign, including a reduction in size to 8x8 and a lightening of the slab at the ends affects a reduction of 172 yards, or a net yardage of 450 cubic yards.

Moreover, the lengths indicated on the profile seem longer than need be; however, as a basis of comparison, I have used the profile lengths, both in the case of the concrete boxes as designed and the alternate metal pipe installation which I have used as a comparison as set forth more fully herein below.

The attached sheets indicate the comparison of costs between the redesigned box culverts, using the profile lengths, and the corrugated metal culverts, using the same lengths in combination with concrete headwalls. The total cost of the box culvert installation amounts to $25,673.00 while the total cost of the pipe culvert installation amounts to $17,319.00, affecting a saving in first cost of $8,354.00.

The alternate for the 3x3 box culvert installations is a 36 inch pipe. The cost comparison is based upon the use of ten gauge culvert metal as against the twelve gauge standard for this size of pipe adopted in our specifications.

The alternate for the 8x8 box is a 105 inch multiplate metal culvert employing a quarter inch metal thickness. Based upon the first costs hereinabove listed, I have made a comparison on the basis of 5% interest rate, 4½% amortization rate, a maintenance expense of five-tenths per cent, and a service life of twenty-five years for the metal culverts and eighty years for the reinforced concrete box types.

NOTED

In view of the fact that the 26 inch pipes are of extra gauge metal dipped and installed with a paved invert, and in view of the further fact that the multiplate culvert is of extraheavy metal thickness, I would say that the 25 year service life for the metal type is conservative.

Based upon these figures, the total annual expense for the metal culverts amounts to $1,333.56 as against a like expense of $1,445.39 in the case of the box culvert types, thus affecting an annual saving through the installation of metal culverts of $111.83. The water way chosen for the small pipe culverts (36" diameter) is slightly larger than necessary so that a 30" pipe can be threaded through the present 36" pipe at a later date (25 years from now) in case it becomes necessary to renew these culverts. The hydraulic capacity of the 105" multiplate is not so great; however, the possibility of having to renew this culvert is considerably more remote.

All in all, therefore, I am inclined to think that the pipe culverts would not only affect a distinct saving in capital outlay at this time, but would result in a slightly lower annual expense over an indefinite period, as set forth by the comparison hereinabove.

I believe that it would be good policy to take this matter up with the Bureau of Public Roads, and if possible, secure permission to request the contractor to submit us alternate bids on the pipe culvert types. If the saving as disclosed by his tender turns out to be as great or greater than the figure quoted hereinabove ($8,354.00), I believe it would be good business to accept the alternate offer.

C. B. McCullough
Bridge Engineer

CBM:AP

Attached.

COMPARISON OF CULVERT COSTS

NECANICUM-NORTH FORK SECTION - WOLF CREEK ROUTE

Item No. 1 - (Four small culverts located as follows)

Station	Length	Conc.	steel	
78+00	165	55 Cu.Yd.	6,600	R. C. Box Culverts
93+00	310	110 Cu.Yd.	13,200	
130+00	226	82 Cu.Yd.	9,800	
141+00	279	100 Cu.Yd.	12,000	
	980			

41,600 # @ 6¢ .... $ 2,496.00

347 Cu.Yd. @ $25.00........................ 8,675.00

Total for R. C. box culvert designs.......... $11,171.00

ALTERNATE ON CORRUGATED METAL PIPE

Concrete in wings (approx.) 24 cu. yds. @ $25.00 ....$ 600.00

980 lin. ft. (36" - 10 gauge dipped and paved)

(a) F.O.B. plant	$ 5.11 per ft.	
(b) Dipping & paving	.61 per ft.	
(c) Transportation	.53 per ft.	
(d) Installation	.75 per ft.	
Total	7.00 per ft.	
Profit	1.00 per ft.	
	8.00 per ft. X 980 ft...	7,840.00

Total Cost Corrugated Pipe Designs .... $ 8,440.00

Saving.. $ 2,731.00

Item No. 2 - (One large box located as follows)

Station	Length	Conc.	Steel		
196+00 (8x8)	228	450 Cu.Yd.		@ $25.00	$ 11,250.00
			54,200 #	@ .06	3,252.00

Total Cost R. C. Box Culvert.............. $ 14,502.00

ALTERNATE ON 105" MULTIPLATE

Wingwalls	(Concrete	35 cu. yds.	@ $ 25.00	$ 875.00
	) Steel	4200 pounds	@ .06	252.00

	(F.O.B. Plant	26.60 per ft.
Pipe	) Transportation	1.84 " "
	(Installation	1.20 " "
		29.64 " "
	Profit	4.36 " "
		34.00 " "

228 ft. @ $34.00 .... 7,752.00

$ 8,879.00

Saving.................................... $ 5,623.00

Total Saving on all Installations........... $ 8,354.00

COMPARISON OF ANNUAL COSTS

Pipe Culvert Types

Interest	5 %
Amortization (25 yrs. @ 4½%)	2.2 %
Maintenance	0.5 %
Total	7.7 %

Total annual expense $17319 @ 7.7% $1,333.56

R. C. Box Culvert Types

Interest	5 %
Amortization (80 years. @ 4½%)	0.13 %
Maintenance	0.5 %
Total	5.63 %

Total annual expense $25673 @ 5.63% $1,445.39

Saving in Annual Costs for Pipe Culvert Installation .... $ 111.83

181-a
2

October 24, 1932

Joplin & Eldon,
514 Couch Building
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Necanicum-North Fork Section of the Wolf Creek Highway in Clatsop County.

Very truly yours,

Secretary

AJ

October 15, 1932.

Mr. J. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimates as basis for project agreement covering the Necanicum-North Fork Section, Emergency Construction Project No. E-182-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/KB.

Encl.

Oregon State Highway Department

Emergency Constr.
Proj. No. E-[illegible]

[illegible]-NORTH FORK SECTION OF THE

WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 13, 1932.

West Unit (Sta. 8+00.9 to Sta. 130+00)

All Required		Clearing and Grubbing		$ 25,000.00
185,000	cu. yds.	Common Excavation	$0.30	55,500.00
16,000	" "	Solid Rock Excavation	0.65	10,400.00
260,000	yd. sta.	Overhaul	0.02	5,200.00
26,000	yd. mi.	Truck Haul	0.18	4,680.00
250	cu. yds.	Class "A" Concrete	25.00	6,250.00
47,000	lbs.	Metal Reinforcement	0.06	2,820.00
600	lin. ft.	18" Concrete Pipe	2.50	1,500.00
270	lin. ft.	18" Extra Strength Concrete Pipe	2.80	756.00
120	" "	24" Concrete Pipe	3.50	420.00
		Sub-total, West Unit		$112,526.00

East Unit (Sta. 130+00 to Sta. 196+50)

All Required		Clearing and Grubbing		$ 15,000.00
115,000	cu. yds.	Common Excavation	0.30	34,500.00
8,000	cu. yds.	Solid Rock Excavation	0.70	5,600.00
70,000	yd. sta.	Overhaul	0.02	1,400.00
7,000	yd. mi.	Truck Haul	0.18	1,260.00
750	cu. yds.	Class "A" Concrete	25.00	18,750.00
108,000	lbs.	Metal Reinforcement	0.06	6,480.00
50	cu. yds.	Rock or Gravel Backfill for Drains	2.50	125.00
500	lin. ft.	6" Porous Drain Tile	0.50	250.00
880	" "	18" Concrete Pipe	2.50	2,200.00
350	" "	18" Extra Strength Concrete Pipe	2.80	980.00
		Sub-total, East Unit		$ 86,545.00
				$199,071.00
		Lump Sum Reduction		3,000.00
		Sub-total, Roadway		$196,071.00
		10% Engr. & Cont.		19,607.10
		Total, Roadway		$215,678.10

Length, West Unit	2.279 miles	
Length, East Unit	1.259 "	
Length, Roadway		3.538 miles
Housatonic River Bridge 95 ft.		.018 "
Total length		3.556 "
Cost per mile	$60,960.45	
Regular Federal Aid Funds Requested		$ 64,703.43 (30%)
Emergency Constr. Funds Requested		150,974.67
		$215,678.10

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1930.
State Funds for Maint.: Chap. 41, Laws 1927.

PR# 181-A

September 30, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
SEP 30 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Under separate cover we are returning the original cross section sheets for the following projects:
E-156-B, [illegible] Lime-Baker section, Old Oregon Trail.
F.A.P. 86, Biggs-John Day River section, east and west units.
E-131-A, Hug Point-Arch Cape section, Oregon Coast Highway.
E-150-A, Necanicum-Humbug Mountain section, Wolf Creek Highway

Very truly yours,

W. H. LYNCH
District Engineer

ER 181a

September 23, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Necanicum-North Fork Section of the Wolf Creek Highway, Emergency Project E-181-A. Three sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover. Two sets of blueprint plans and the five bid proposals required were mailed to you yesterday.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/El.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Proj. No. E-181-A

NECANICUM-NORTH FORK SECTION OF THE

WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate accompanying plans. Not as basis for project agreement.)

Salem, Oregon, September 23, 1932.

WEST UNIT (Sta. 8+00.9 to Sta. 130+00)

All Required		Clearing and Grubbing	Lump Sum	$ 17,200.00
185,000	cu. yds.	Common Excavation	$ 0.30	55,500.00
16,000	" "	Solid Rock Excavation	0.60	9,600.00
260,000	yd. sta.	Overhaul	0.02	5,200.00
26,000	yd. mi.	Truck Haul	0.12	3,120.00
250	cu. yds.	Class "A" Concrete	25.00	6,250.00
47,000	lbs.	Metal Reinforcement	0.05	2,350.00
600	lin. ft.	18-inch Concrete Pipe	2.50	1,500.00
270	lin. ft.	18-inch Extra Strength Pipe	3.00	810.00
120	lin. ft.	24-inch Concrete Pipe	3.00	360.00
		Sub-total, West Unit		$101,890.00

EAST UNIT (Sta. 130+00 to Sta. 196+50)

All Required		Clearing and Grubbing	Lump Sum	$ 9,600.00
115,000	cu. yds.	Common Excavation	$ 0.30	34,500.00
8,000	" "	Solid Rock Excavation	0.60	4,800.00
70,000	yd. sta.	Overhaul	0.02	1,400.00
7,000	yd. mi.	Truck Haul	0.12	840.00
750	cu. yds.	Class "A" Concrete	25.00	18,750.00
108,000	lbs.	Metal Reinforcement	0.05	5,400.00
50	cu. yds.	Rock or Gravel Backfill for Drains	2.00	100.00
500	lin. ft.	6-inch Porous Drain Tile	0.30	150.00
880	lin. ft.	18-inch Concrete Pipe	2.50	2,200.00
350	lin. ft.	18-inch Extra Strength Concrete Pipe	3.00	1,050.00
		Sub-total, East Unit		$ 78,790.00

Sub-total, All work	$180,680.00
10% Engr. & Cont.	18,068.00
Total, All Work	$198,748.00

Length, West Unit	2.279 mil.	
East Unit	1.259 "	3.538 miles
Neconicum River Br. 95 feet.		.018 "
Gross Length		3.556 miles

Cost per mile $ 56,175.24

Regular Federal Aid Funds Requested	$ 59,624.40 (30%)
Emergency Construction Funds Requested	139,123.60
	$198,748.00

CONTRACT #1418,
1464,

PR 180-A Hug Point-Arch Cape Sec. 1932
1418
1464

November 30, 1934

180A

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Wish to acknowledge receipt of your letter of November 28 with attached affidavit from Edwin C. Judd, Attorney, Astoria, requesting a certified copy of the contract and bond covering State Highway Contract No. 1464 which was awarded to A. G. Enright for bridge construction on the Hug Point-Arch Cape Section of the Oregon Coast Highway.

We are today sending the certified copy to Mr. Judd, as requested.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

November 30, 1934

Mr. Edwin C. Judd, Attorney
Astoria Savings Bank Bldg.,
Astoria, Oregon

Dear Sir:

Honorable P. J. Stadelman, Secretary of State, has forwarded to this office your affidavit of the claim of Carl F. Habekost against Mr. A. C. Enright which claim represents labor and material furnished Mr. Enright in connection with State Highway Contract No. 1464 covering the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

In accordance with your request we are sending to you today, by express, a certified copy of the contract and bond.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

November 30, 1934

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of affidavit of Edwin C. Judd, Attorney, Astoria, Oregon requesting a certified copy of State Highway Contract No. 1464 which was awarded to A. G. Enright for bridge construction on the Hug Point-Arch Cape Section of the Oregon Coast Highway. This certified copy of the contract is desired by Mr. Judd in connection with the claim of Carl T. Habekost against the contractor for labor and material supplied amounting to $49.55.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Mr. A. G. Enright,
1410 High Street
Eugene, Oregon

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

November 26, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed an affidavit from Edwin C. Judd, Attorney, Astoria Savings Bank Bldg., Astoria, Oregon, requesting a certified copy of the contract and bond covering state highway contract No. 1464 for the construction of two bridges on the Hug Point Arch Cape Section of the Oregon Coast Highway.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
enc. 1

AFFIDAVIT

State of Oregon)
(S S
County of Clatsop)

I, Edwin C. Judd, being first duly sworn on oath, depose and say that I am attorney for Carl T. Habekost, Seaside, Oregon, and that Carl T. Habekost on June 14, 1934 filed a claim with the Hon. Secretary of State of the State of Oregon against A. G. Enright, contractor, and the Aetna Casualty & Surety Co. as bondsmen for labor and material supplied to said contractor in the construction of Oregon State Highway Contract No. 1464 for the construction of two bridges on the Hug Point Arch Cape section of the Oregon Coast Highway, Clatsop County, and that it is necessary for him to have a copy of said contract and bond in order that he may procede in the courts against said contractor to recover a balance due him amounting to $49.55 together with interest thereon, which said contractor refuses to pay.

Edw C Judd

Subscribed and sworn to before me this 24 day of November, 1934

S. A. Wold
Notary Public for Oregon

My Commission expires ~~July 10, 1936~~ July 6, 1937

RECEIVED
NOV 26 1934
STAFFELMAN

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 17th, 1934

Section Necanicum -Elsie

Kind of work Regrading -Surfacing

Highway Wolf Creek

Section prefix 4 PX NRH 169 ABCD

Contractor Saxton & Looney

Contract number 1648

Date of contract October 1st, 1934

Date of completion August 31st, 1935

Date work started " 3rd, 1934

Estimated date of completion ", 193

Amount of contract $ 63285.00

Per cent of time elapsed 14.4 %

Estimated cost of completed project, exclusive of engineering $ 63285.00

Per cent of contract completed, based on total contract price 14 %

Engineering costs to date, $ 319.47 ~~[illegible].00~~, 3.7 ~~319.47~~ %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shovel worked Friday and Saturday and completed the cut sta 60-65 except finishing. This will be all the grading for some time. Sub contractor still working falling danger trees on unit C. Contractor starting to set up crushing plant in State Quarry about 2½ miles West of Necanicum. Contractor still has hope of working some at surfacing this winter if he can get some fair weather. He asked whether it would be permissable to put on base rock 12 ft wide by 12" deep and haul over and then spread it out in dry weather. Told him that I did not see that we could permit it. Mr Chandler, Division Engineer, over the job Wednesday and took the matter up with him and he sid that it should not be done.

RECEIVED
NOV 1 1934

NOV 19 1934
OFFICE OF
ENGINEER

J.P. Scott

J.P. Scott
Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.28	11.28			
Miles partially completed	3.5				
Miles completed	00				
Total estimated quantities	30000	29700			
Estimated quantities moved or placed to date	12000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	18	For 4 days			

Percentages of men employed on contract to be secured from: Astoria

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clatsop COUNTY	subs COUNTY	Mult COUNTY	COUNTY	OTHER SOURCES		
Men	12	2	1			3	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheet-foot rollers ...., 7 trucks, ..., ...

Nov	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 11	Clear		
Monday 12	"	Shovel working	
Tuesday 13	Rain	Too wet	
Wednesday 14	"	"	
Thursday 15	"	"	
Friday 16	Cloudy	Shovel working	
Saturday 17	"	"	

#1464
Clatsop

180A

October 11, 1934

Mr. George A. Mercer, Adjuster,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Carl V. Mautz.

Dear Sir:

In response to your inquiry of October 10th we wish to advise that the A. G. Enright Contract No. 1464 for the construction of two bridges on the Hug Point-Arch Cape Section in Clatsop County, was accepted by the Highway Commission on December 28, 1933.

Other claims filed against this contract in addition to the Carl T. Habekost claim of $46.65 are as follows:

Chas. R. McCormick Lumber Co. in amount $56.53 for material furnished; City Lumber & Supply Company, Astoria, $46.95 for material.

Very truly yours,

Secretary.

Dict. by J. McFarland.

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

Oct. 10, 1934

H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bridge No. 1878 and 1796
Contract 1464 - A.G.Enright

Dear Sir:

Under date of January 15th you advised us that final settlement would be made with the above contractor for work done under said contract on or after January 25th, 1934.

What we would now like to know is the date of the completion and acceptance by the Commission so that we may know whether the claim filed by Carl T. Habekost was filed within the six months period after completion and acceptance by the Commission.

Please also advise us whether there are any other claims besides that of Mr. Habekost on file and if so, the dates of filing.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

1802

July 28, 1934

P. L. Crooks & Co., Inc.
616 Henry Building
Portland, Oregon

Gentlemen:

I inclose for your records and files an executed copy of the agreement between P. L. Crooks & Co., Inc. and the State Highway Commission covering the adjustment of your claim against the State for right to compensation arising out of your contract for the construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, being state highway contract No. 1418.

The voucher covering final payment to you for the above-mentioned work is now being prepared in conformance with this agreement.

Very truly yours

Secretary

HBG:jn

180a

July 20, 1934

P. L. Crooks & Co., Inc.
616 Henry Building
Portland, Oregon

Gentlemen:

I am enclosing four copies of the rewritten agreement covering settlement of your claims arising out of your contract for the construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

Please signify your acceptance of this agreement by having the officers sign whose titles are indicated on the last sheet thereof; also please have your corporate seal affixed thereto.

The State Highway Commission will meet on Wednesday of next week. If you will sign the enclosed agreements and return them to this office by mail so that they will reach us not later than Tuesday, I shall be pleased to present them to the Commission for signature on the following day. If you cannot return them by Tuesday, it will be satisfactory to leave them at the Clerk's desk in the Benson Hotel on Wednesday morning.

Very truly yours,

Secretary

HBG:AJ

80-[illegible]

July 13, 1934

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Gentlemen:

Referring to your communication of July 9, advise that the copies of the agreement covering the allowances recommended to the Commission for adjustment on the Hug Point-Arch Cape Section of the Oregon Coast Highway, Contract No. 1418, were sent to you day before yesterday with the request that you present them to the Commission meeting held yesterday. We will have another meeting in about a week so that if they are returned at that time they will be presented to the Commission.

Yours very truly,

RHB:MC

State Highway Engineer

RAILROAD CONSTRUCTION
HIGHWAY CONSTRUCTION
FOUNDATION WORK
CONCRETE WORK
TIMBER WORK
TUNNELS
BRIDGES
DAMS

P. L. CROOKS & CO., INC.
CONTRACTORS – ENGINEERS

P. L. CROOKS, PRES. & TREAS.
M. S. GLAVIN, VICE PRES.
F. W. WALSH, SECRETARY

Portland, Oregon, July 9, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Subject: Hug Point-Arch Cape
Oregon Coast Highway
Contract No. 1418

Dear Sir:-

With reference to above contract and understanding of settlement as of June 19th, 1934.

It was our understanding that you were to recommend to the Commission that we be made certain allowances,as werediscussed and settlement would be made without delay.

As yet we have had no advice from you, since June 19th and we are most anxious to get this matter settled and to receive our payment of same.

Anything you can do to hasten this along will be greatly appreciated. Thanking you we remain,

PLC.

Yours very truly,

P. L. Crooks & Co., Inc.,

By P. L. Crooks

July 11, 1934

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Gentlemen:

I hand you herewith for acceptance three copies of an agreement disposing of the matter of your claims for additional compensation arising out of your contract with the State Highway Commission for the construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, No. 1418. Will you please sign all three copies of this agreement and return them to this office for execution on the part of the State Highway Commission. A signed copy will be tendered you when execution is complete.

The State Highway Commission meets tomorrow July 12, in the Auditorium of the Public Service Building, Portland, starting at nine o'clock a. m. If you will sign these papers and deliver them to me at that meeting I shall attempt to have the Commission sign them there which will, no doubt, expedite payment of your final estimate.

Yours very truly

Secretary

DG:jm

FORM 5-B-1 15693 500 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

Mr. R. H. Baldock

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

June 22, 1934.

IN REPLY PLEASE REFER TO FILE NO.
4 PP

Mr. H. G. Smith,
Construction Engineer
Office.

Dear Sir:

In conformity with the verbal agreement between Mr. Baldock and P. L. Crooks in the adjustment of the final settlement of the Hug Point-Arch Cape grading contract made on the ground June 19th, 1934 in the presence of Mr. Crooks' attorney, his bondsman and yourself, I am submitting herewith data on these agreed allowances as follows:

1. Reclassification of two cuts at Stations 643 to 646 and 648 to 655 on a percentage basis made by Mr. Baldock.

Original quantities = 74,015.40 cu.yds. solid rock
New classification = 79,560.12 " " " "

Additional allowance . . . . . . $ 1,663.42

2. Allowance of all ditch excavation outside roadbed section as Special Excavation under Price Agreement at 75 cents per cubic yard.

Total quantities involved 1,136½ cu.yds. excavation
Original estimate as common excavation at 35¢
Under new agreement allowance Special Excavation at 75¢

Additional allowance 454.60

3. Extra labor in placing rocks in dump and filling interstices, as per bill submitted in claim, less foremen, trucks and drivers shown therein.

Additional allowance 619.72

Total allowance under this adjustment comprising the above three items is. . $2,737.74

Attached hereto is a schedule of quantities on the cuts reclassified, showing original classification and revised classification. Price Agreement covering Special Excavation applying to ditch work and copy of force account items submitted by Mr. Crooks to cover the handling of large rocks in fills less the items of foremen, trucks and drivers, which was understood to be eliminated from this bill.

This for your information in consummating the final settlement with, and release from, Mr. Crooks for all further claims, as per the verbal understanding.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. R. H. Baldock
Mr. Wm. E. Chandler

#1464
180-22

June 21, 1934

Aetna Casualty & Surety Company
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Carl T. Habekost against the bond furnished by A. G. Enright in connection with State Highway Contract No. 1464 which covers bridge construction on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County. This claim amounts to $49.55 and represents material and labor furnished.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]:MC

cc - A. G. Enright
1410 High Street
Eugene, Oregon

June 21, 1934

Hon. P. J. Stadelman,
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your communication of June 18 with attached copies of notice of claim which has been filed by Carl T. Habekost against the bond taken from A. G. Enright in connection with State Highway Contract No. 1464 covering bridge construction on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

In accordance with our usual practice we are today sending copies of this claim to the contractor and the surety.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 18, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Carl T. Habekost for $49.55 against the bond taken from A. G. Enright, principal, and Etna Casualty & Surety Company, surety, for work on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, contract No. 1464, which was forwarded to this office by Hon. Edw. C. Judd, Astoria.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc. 3

COPY

Seaside, Oregon

June 14, 1934

P. J. Stadelman, Secretary of State
State of Oregon

A. G. Enright
1410 N. High Street
Eugene, Oregon

Etna Casualty & Surety Co.
c/o Bates, Lively & Pierson
Yeon Building
Portland, Oregon

Notice is hereby given that the undersigned, Carl T. Habekost, of Seaside, Oregon, has a claim for rock, sand, hauling and materials in the sum of Forty-nine and 55/100 ($49.55) Dollars against the bond taken from A. G. Enright, contractor, and Etna Casualty & Surety Co., as surety, upon such bond for the work on Oregon State Highway contract No. 1464 for the construction of two (2) bridges on the Hug Point-Arch Cape section of the Oregon Coast Highway in Clatsop County.

CTH:O

Signed CARL T. HABEKOST

Endorsed: File # 2437
Filed June 15, 1934
P. J. Stadelman
Secretary of State

180-A

June 8, 1934

Mr. John Lichty,
Attorney at Law
Failing Building
Portland, Oregon

Dear Sir:

I 'phoned your office yesterday afternoon as you requested regarding the action taken by the State Highway Commission on the request of P. L. Crooks and Company for the release of the retained percentage in connection with the Hug Point-Arch Cape job. You were not in and were not expected to return before this morning so I gave the information to the young lady who answered the telephone. The information I gave here was substantially as follows:

The Commission decided to hold the retained percentage and to have the project re-inspected. This inspection to be made on Tuesday, June 19 by Mr. Baldock, State Highway Engineer; Mr. H. G. Smith, Construction Engineer; Mr. F. D. Eason, Assistant Division Engineer and Mr. H. C. Broadwell, Resident Engineer; all representing the State Highway Department, in company with representatives of P. L. Crooks and Company, Contractors. Detailed arrangements of the inspection are to be made latter.

Yours very truly,

HBG:MC

Secretary

#1464
140-a

April 4, 1934

Pure Iron Culvert & Mfg. Co.
2321 S. E. Gladstone Street
Portland, Oregon

Attention: W. E. Gibson, Manager

Gentlemen:

This letter is to inform you that we have today received notification from Honorable P. J. Stadelman, Secretary of State, that there has been placed on file in his office a letter from you stating that your claim against the bond of A. G. Enright has been paid in full.

We are today correcting our records in conformance with this notice.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Secretary of State
A. G. Enright
Aetna Casualty & Surety Co.

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 31, 1934

State Highway Commission
Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from the Pure Iron Culvert & Manufacturing Company advising that their notice of claim against A. G. Enright has been paid in full. The records of this office show that the original claim was filed in this office on October 25, 1933, file No. 2339.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc. 1

COPY

PURE IRON CULVERT & MANUFACTURING CO.

2321 S. E. Gladstone Street
Portland, Oregon

March 29, 1934

Secretary of State
Salem, Oregon

Dear Sir:

This is to notify you that Mr. A. G. Enright, contractor on job known as Asbury Creek Culvert and Austin Point Bridges in Clatsop County, State Highway Contract No. 1464, has paid his account in full to this company.

Will you, therefore, please release the claim which we filed against Mr. Enright on the above project.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

W. E. GIBSON
Manager

EWGibson:HK

cc: A. G. Enright
Aetna Casualty & Surety Co.

#1464

180-a

March 20, 1934

Mr. Carl T. Habekost
Box 354
Seaside, Oregon

Dear Sir:

Reply is made to your inquiry of March 17 regarding the A. G. Enright contract for the construction of a bridge at Cannon Beach, known as the Austin Point Bridge.

The contract to which you refer is State Highway Contract No. 1464 for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

The records show that this job was completed by Mr. Enright on December 20, 1933 and was accepted by the State Highway Commission by formal action on December 28, 1933. Final payment for this work has been made.

The record shows that the bond furnished by Mr. Enright in connection with this project was written by Aetna Casualty & Surety Company for which Bates, Lively & Pearson are local agents with offices in the Yeon Building, Portland.

Very truly yours,

Secretary

HBG:AJ

#1464

Seaside Ore.
March 17. 1934

State Highway Comm.
Salem Ore.
Dear Sir:

Kindly let me know the name of the surety for Mr A. G. Enright on his bridge Job at Cannon Beach, also if his bond is still in force.

I have a balance coming for material furnished him on the Austins Point bridge.

Yours Truly.
Carl T Habekost.
Seaside Ore.
Box 354

Jim
What is status of the job?
actual date of completion?
date of acceptance?

1464

180A

March 9, 1934

Mr. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 6 enclosing copies of notice of claim filed by Chas. R. McCormick Lumber Company against A. G. Enright in connection with the contract awarded by the State Highway Commission to him for the construction of bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

We are today forwarding copies of the notice to the contractor and his surety.

Very truly yours,

Secretary

AJ

March 9, 1934

Aetna Casualty & Surety Company
c/o Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Chas. R. McCormick Lumber Company against A. G. Enright in connection with his state highway contract for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

The amount of the claim is $56.58 and is for creosoted material furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

BJ

cc A. G. Enright
Eugene
Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 6, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Chas. R. McCormick Lumber Company for $56.53 against the bond taken from A. G. Enright, principal, and Aetna Casualty & Surety Company, surety, for work on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

RECEIVED
MAR 9 - 1934
OREGON
[illegible] COMMISSION

COPY

CHAS. R. MCCORMICK LUMBER CO.

Portland, Oregon

March 5, 1934

The Hon. Sec. of State,
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Chas. R. McCormick Lumber Co., has a claim for Creosoted material in the sum of $56.53 against the bond taken from the Aetna Casualty & Surety Co., for material used on Hug Point - Arch Cape section Oregon Coast Highway in Clatsop County, awarded to A. G. Enright.

Very truly yours,

CHAS. R. MCCORMICK LUMBER CO.
Auditing Dept.

By G. E. Phillers (signed)
Auditor

CWP-M

Endorsed:
File No. 2413
Filed March 6, 1934
P. J. STADELMAN
Secretary of State

180-a

Chas. R. McCormick Lumber Co.

March 3, 1934

Chas. R. McCormick Lumber Co.
Foot of Irving Street
Portland, Oregon

Gentlemen:

Attention Mr. C. W. Phillers

In response to your inquiry of March 2 I wish to advise that the contract awarded by the State Highway Commission to A. G. Enright for state highway work at Austin Point.

The contract to which you refer is state highway contract No. 1464 for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County. The records disclose that the bond furnished in connection with this project was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland.

The records also disclose that the project was completed on December 20, 1933 and accepted by formal action of the Commission on December 28, 1933; also that the Commission has made final payment to Mr. Enright for this work.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

SEATTLE NEW Y PHILADELPHIA LOS ANGELES S IEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICEPRESIDENT
JAS. S BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST. HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST HELENS, OREGON

March 2, 1934.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. Glaisyer, Secy.

Gentlemen:

We are desirous of filing claim against Mr. A. G. Enright and his bondsman covering material furnished the Austin Point job during October.

We would thank you for the necessary reference as to bondsman in order to do this.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By
Auditor.

CWP-N

March 1st, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $9,292.13, covering the Hug Point-Arch Cape Section, Project No. E 180-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

J 14

#1418

180-a

December 20, 1935

Mr. M. A. Bailey,
Supt, Bonding Dept.,
Loyalty Group,
San Francisco, California.

Dear Sir:

In response to your inquiry of November 14th we wish to advise that the P. K. Crooks & Company contract No. 1418 - Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County, was accepted by the Highway Commission on October [illegible]

Very truly yours,

Secretary.

Dict. by J. McFarland.

1418

CASUALTY INSURANCE FIDELITY & SURETY BONDS
SEMPER PROGREDIENS

THE METROPOLITAN CASUALTY INSURANCE CO. OF NEW YORK
CHARTERED 1874

PACIFIC DEPARTMENT
220 BUSH STREET
SAN FRANCISCO, CALIF.

RECEIVED
NOV 1 6 1933
OREGON
STATE HIGHWAY COMMISSION

November 14, 1933.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

SUBJECT: P. L. CROOKS & CO., INC. - OUR BOND #260,171. - (CONTRACT FOR CONSTRUCTION OF 1.70 MILES OF HIGHWAY ROAD BED ON HUG POINT-ARCH CAPE SECTION, OREGON COAST HIGHWAY IN CLATSOP CO., CONTRACT #1418)

Under date of October 24 you advised us that this contract was completed September 30, but had not yet been accepted. For the completion of our records, we would like to be advised of the acceptance date of the contract, and so as soon as the contract has been formally accepted by your Department, we would appreciate hearing from you.

Self-addressed envelope is inclosed.

Thanking you for your good co-operation,

Yours very truly,

M. A. Bailey
M. A. BAILEY
SUPERINTENDENT, BONDING DEPT.

MAB:AR
inc.

Sept. 30.

accepted by Hwy Commn Oct 24.

PAUL L. CROOKS
PRESIDENT AND TREASURER

MATT S. GLAVIN
VICE-PRES. AND SECRETARY

P. L. CROOKS & CO., INC.
Contractors
HENRY BUILDING
PORTLAND, OREGON

180A

December 15, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Complying with your letter of Dec. 12th, file No. 4-PP, we are attaching Extra Bill in triplicate covering the cost of cleaning up windfall at ~~[illegible]~~ Station 649, on the Hug Point-Arch Cape Section of the Oregon Coast Highway, amount $38.36.

We note your decision as to disposition of our claims in connection with final settlement of our grading contract on above mentioned contract.

We still feel that we should be given some consideration on our claims and be at least partly reimbursed for the money expended in doing this work.

Trusting that you will give this matter further consideration, we remain,

PLC.
enc.

Yours very truly,

P. L. Crooks & Co., Inc.,

By P. L. Crooks

#1418

180-a

November 24, 1933

Metropolitan Casualty Insurance Co.
℅ D. W. Porter, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to P. L. Crooks & Co. Inc., on Contract No. 1418 for grading Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

This payment will be made on or after December 4, 1933.

The State is not advised of any unpaid claims for labor, materials or of any existing claims, debts, dues or demands incurred by the contractor in connection with this work that remain unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information, we wish to advise that the total amount paid to P. L. Crooks & Co. in connection with this work will be $99,957.80, including the final payment. Of this amount $206.36 was for force account.

Kindly acknowledge receipt of this notice.

Very truly yours

Secretary

AJ

#1464

180-a

AETNA CASUALTY AND SURETY COMPANY

November 24, 19[illegible]

Mr. Geo. A. Mercer, Adjuster,
Bates, Lively & Pearson,
Yeon Building,
Portland, Oregon.

Attention: Carl V. Mautz.

Dear Sir:

Receipt is acknowledged of your letter of November 22nd concerning the A. C. Enright contract No. 1464 for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

Please be advised that the above contract is approximately 90% complete. The contractor has been paid $7,[illegible].24 to date and the retained percentage is $640.99. The only claim on file against the contract is that of the Pure Iron Culvert Manufacturing Company in amount $561.54 for material.

Very truly yours,

Secretary.

Dict. by J/ McFarland.

#1464
Status of
cv

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

RECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY COMMISSION

Nov. 23, 1933

State Highway Commission
Salem, Oregon

Attention: H.B.Glaisyer, Secretary.

Re: Bridge No. 1878 - 1796
Contract No. 1464 - A.G.Enright

Dear Sir:

Will you please advise us the status of this contract with particular reference as to the amount of work completed, the amounts paid the contractor, retained percentage and whether any claims have been filed against this contract.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mantz

CVM V

Pd. to date $7,825.24
Ret'd. $ 640.99

[illegible] $2,086.00

#1464
180-a

November 17, 1933

Mr. A. C. Enright
1410 High Street
Eugene, Oregon

Dear Sir:

We are attaching a copy of communication from the Pure Iron Culvert & Manufacturing Company directed to Hal E. Hoss stating that they have received a check for $500.00 as payment on their account with you in connection with State Highway Contract No. 1464 covering bridge construction on the Hug Point-Arch Cape Section of the Oregon Coast Highway.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Aetna Casualty & Surety Co.
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 17 1933
OREGON
STATE HIGHWAY COMMISSION

November 16, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from the Pure Iron Culvert & Manufacturing Company advising that $500.00 has been paid on their calim against A. G. Enright for work on State Highway contract No. 1464.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

COPY

PURE IRON CULVERT & MANUFACTURING CO.

763-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

November 15, 1933

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This is to notify you that A. G. Enright send us a check for $500.00 as payment on account of State of Oregon Highway contract No. 1464, called Asbury Creek Culvert and Austin Point Bridges job in Clatsop County, Oregon.

This amount has been credited to Mr. Enright's account.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E. W. Gibson
Manager

EWGibson:HK

cc Aetna Casualty & Surety Co.
Yeon Building, Portland, Oregon

RECEIVED
NOV 17 1933
OREGON
TATE HIGHWAY COM

Memorandum to Mr. S. H. Probert:

CROOKS GRADING CONTRACT SOUTH OF CANNON BEACH

Original Estimate on which grading was let:

	102,000	cubic yards Common Excavation at 0.35	$ 35,700.00
	48,000	cubic yards Solid Rock " " 0.65	31,200.00
Total	150,000	cubic yards	$ 66,900.00

Final Estimate from Measured Sections:

	64,269	cubic yards Common Excavation	$ 22,494.15
	74,049	cubic yards Solid Rock "	48,131.92
Total	138,318	cubic yards	$ 70,626.07
Increased cost over estimate			$ 3,726.00

Suggest revised estimate be presented to Bureau to cover increased cost due to final classification change from original estimate.

F. D. Eason

11-10-35

Form [illegible]—4M—[illegible].

ORE[illegible] STATE HIGHWAY COMMISSIO[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Nov. 4, 1933

Section	[illegible]	Kind of work	Grading
Highway		Section prefix	[illegible] [illegible]
Contractor	[illegible]	Contract number	1418
Date of contract	[illegible], 193[illegible]	Date of completion	[illegible], 193
Date work started	, 193	Estimated date of completion	, 193
Amount of contract	$[illegible]	Per cent of time elapsed	%

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $[illegible], %   Date project was completed [illegible], 193[illegible]

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

NOV 3

NOV 6 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1464

180-a

October 26, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 25 enclosing copies of notice of claim filed by Pure Iron Culvert & Mfg. Co. against A. O. Enright in connection with his contract for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

Copies of the notice are being forwarded to the contractor and his surety for their information.

Very truly yours

Secretary

AJ

October 26, 1933

Aetna Casualty & Surety Company
% Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are handing you copy of notice of claim filed with the Secretary of State by Pure Iron Culvert & Mfg. Co. against A. G. Enright in connection with State Highway Contract No. 1464 which was awarded to him for the construction of two bridges on the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

The claim is in the sum of $1,081.54 and is for materials furnished to the contractor.

This information is given you as you appear as surety on the bond of Mr. Enright.

Very truly yours

Secretary

AJ

cc A. G. Enright
Eugene, Oregon

PURE IRON CULVERT & MANUFACTURING CO.

765-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

October 23, 1935

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Pure Iron Culvert and Manufacturing Company of Portland, Oregon has a claim against A. G. Enright, contractor, whose address is 1410 High Street, Eugene, Oregon, and the Aetna Casualty and Surety Company, as surety, on State of Oregon Highway contract No. [illegible]84, called Asbury Creek culvert and Austin Point Bridges in Clatsop County Oregon, in the sum of $1061.54, covering galvanized corrugated pipe and asphalt for painting the pipe, all of which was used in the construction of the Asbury Creek culvert.

Please consider this our formal claim against the bonding company for the above amount.

Yours very truly

PURE IRON CULVERT & MFG. CO.

E. W. Gibson
Manager

EWGibson:HK

Encl: Statement of Account
Copies of Invoices
Credit Memorandum

Endorsed: File No. 2339
Filed October 25, 1935
HAL E. HOSS,
Secretary of State

Yours very truly,

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 26 1933

October 25, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Pure Iron Culvert & Manufacturing Company for materials furnished in the amount of $1081.54 against the bond taken from A. G. Enright, principal, and Aetna Casualty & Surety Company, surety, for work on the Asbury Creek culvert and Austin Point Bridges in Clatsop County, Highway contract #1464.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

180-a

September 29, 1933

Mr. C. B. McCullough
Office

Dear Sir:

Herewith correspondence regarding proposal of A. G. Enright to furnish approximately 500 cubic yards of beach gravel to stabilize the Hug Point-Arch Cape Project in Clatsop County so he can get to his bridge and complete it. Please discuss this matter with Mr. J. N. Bishop and report.

In my opinion we may be able to beat this price by using our own shovel and trucks. It would seem that we may be obligated to do something to enable the man to get to his job, but I would like to do it as cheaply as possible.

Very truly yours

State Highway Engineer

RHB:HI

cc J. N. Bishop

180-a

July 10, 1935

Tiffany Grease Works,
200 N. Trinity Ave.,
Fort Worth, Texas.

Gentlemen:

Reference is made to your letter of July 8th regarding the construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop, Contract No. 1418 awarded to P. L. Crooks & Co.

The completion date of this contract is May 31, 1935, which has been extended to September 30, 1935.

The bond furnished by the contractor under this contract was written by the Metropolitan Casualty Insurance Company of New York, for whom D. W. Porter, Wilcox Building, Portland, Oregon, is Agent.

Our files also disclose that P. L. Crooks & Co., Henry Building, Portland, Oregon is the original contractor.

Yours very truly,

STATE HIGHWAY COMMISSION

Secretary

McF-a

#1418

TIFFANY
LUBRICANTS
"FINE AS A SILKY FILM OF GAUZE
—TOUGH AS A RHINO HIDE"

TIFFANY
LUBRICANTS
AMERICA'S FINEST—
ADD YEARS TO GEARS

TIFFANY GREASE WORKS
200 N. TRINITY AVENUE
FORT WORTH, TEXAS

July 5th,1933.

The Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:-

RE: P.L.Crooks & Co., Contractors,
Project E 108 A, Job No.10.

Please be kind enough to note on the bottom of this letter and return to us promptly showing:

The contract date for completion of work on the above Project.

The name and address of the surety company, furnishing the bond.

Whether or not P.L.Crooks and Company are the Principal Contractors. If not, show the name and address of the Principal Contractor.

The enclosed postage paid envelope is for your convenience and we shall be grateful for this courtesy on your part.

Yours very truly,

TIFFANY GREASE WORKS.

R H Wyatt

Credit Manager.

E:D

RECEIVED
JUL 10 1933
OREGON
STATE HIGHWAY COMMISSION

"GOOD AS GOLD" TIFFANY "AMERICA'S FINEST"

FORM 9-B-1 4000 5M 5-31
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

140-a

June 12, 1933

Mr. J. H. Scott
State Highway Department
Nehalem, Oregon

Dear Sir:

Mr. Smith has asked that I go over the matter of retaining walls on the Neah-Kah-Nie Mountain section.

I will be in Nehalem Wednesday morning and if convenient, can go over this with you at that time.

Very truly yours

G. S. Paxson
Field Engineer

NOTED

GSP LD

cc R. H. Baldock

FORM 6-A-1 7000
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

P. L. Crooks & Co., Inc.
Cannon Beach, Ore.

Gentlemen:

Reference is made to yours of June 1st, relative to clearing and burning permits.

Burning permits may be procured from local fire wardens but clearing permits can be procured only from the State Forester's office at Salem.

The law requires that clearing permits be secured before clearing operations begin. If you have not already obtained a clearing permit you should make application through the State Forester's office at Salem.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. Smith
H. G. Smith
Construction Engineer.

NOTED
State Highway Engineer

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
Wm. . Chandler

180-a

June 6, 1933.

P. L. Crooks & Co., Inc.
Henry Building
Portland, Oregon

Attention: P. L. Crooks

Gentlemen:

Reference is made to your letter of June 5th regarding estimate check for work performed on your contract No. [illegible]18, amounting to $8,065.65.

Inquiry reveals that this voucher was sent to the office of the Secretary of State yesterday for the issuance of the customary warrant. The warrant should be mailed to you within a couple of days.

We try to expedite the payments to the contractors as much as possible but inasmuch as it is necessary to secure the signatures of at least two of the Commissioners on the vouchers quite a little time elapses before these signatures are obtained. We have no control over the vouchers after they are presented to the Secretary of State for the warrant. If the regular routine is followed it usually takes from two to four days for the warrant to be released from that office. We will do all that we can to rush payments to you.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

CROOKS
PRESIDENT AND TREASURER

MATT S. GLAVIN
VICE-PRES. AND SECRETARY

P. L. CROOKS & CO., INC.
Contractors
HENRY BUILDING
PORTLAND, OREGON

June 5, 1933.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Subject: Hug Point-Arch Section
Oregon Coast Highway
Estimate #7- Payment.

Dear Sir:-

As yet we have not received our Estimate Check covering amount due $8065.65, for work done up to May 15th, 1933, Estimate No. 7, on the Hug Point-Arch Cape Section of the Oregon Coast Highway, Contract No. 1418.

If same has not been mailed we would very much appreciate your mailing it to us by return mail.

We always try and get the estimates executed promptly and returned to your office and if possible we would lile very much to get our checks by the first of the following month. We would very much appreciate your cooperating with us in this respect.

Thanking you for this and past favors, we remain,

PLC.

Yours very truly,

P. L. Crooks & Co., Inc.,

By P. L. Crooks

RECEIVED
JUN 6 - 1933
OREGON

[illegible] 7 Est 6/5

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon E. 180-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 24, 1933.

RECEIVED
MAY 25 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer.

Encl.

Agr. 13699

MAY 22 1933

Oregon Federal Aid Project No. E-180, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 22, 1932, by the Oregon State Highway Commission, and on February 3, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. E-180, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for the construction of a culvert in Ashbury Creek at station 613+00, and to provide for the construction of a bridge of more than 20 ft. clear span at Austin Point, between stations 649+66 and 650+78; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $109,422.50 to $113,279.65, and that the Federal funds approved and set aside to the credit of said Section A be increased from $32,826.75 to $34,290.49:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission, and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-four thousand, two hundred ninety and 49/100 dollars ($34,290.49) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

"Between survey station 530+50 in Sec. 30, T. 4 N., R. 10 W., W.M., and survey station 670+00 in Sec. 18, T. 4 N., R. 10 W., W.M., length 1.718 miles, in Clatsop County, being Section A of Oregon Federal Aid Project No. E-180, consisting of 1.698 miles of roadway and one bridge of more than 20 ft. clear span 0.020 of a mile in length, known locally as the Hug Point - Arch Cape section of the Oregon Coast Highway, between official control points Cannon Beach and a point on the Federal Aid Road near Wheeler."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (d) to read:

"(d) The estimate of cost and the amount of Federal aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $108,169.60, Federal aid $32,450.88; the bridge, approved estimate $5,110.05, Federal aid $1,839.61."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials

> which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-four thousand, two hundred ninety and 49/100 dollars ($34,290.49), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirteen thousand, two hundred seventy-nine and 65/100 dollars ($113,279.65), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 7th day of April, 1933, and the Secretary of Agriculture on the 11th day of May, 1933.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission.

R G Tugwell
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. E-180,
Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-180-A State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 113,279.65 in lieu of the $32,826.75 approved by Certificate of Feb. 3, 1933, as the total estimated cost of said project, and the sum of $ 34,290.49 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of May, one thousand nine hundred and thirty - three.

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

180-a

May 12, 1933

P. L. Crooks & Co. Inc.
Henry Building
Portland, Oregon

Attention of Mr. P. L. Crooks

Gentlemen:

Reply is made to your letter of May 11 concerning the check in payment of your April 15 estimate covering work performed on the Hug Point-Arch Cape project.

Investigation shows that the voucher covering this payment was sent to the Secretary of State yesterday for the issuance of the customary warrant. We anticipate the receipt of the warrant not later than Monday of next week and will immediately forward it to you.

Very truly yours

Secretary

HBG:AJ

CROOKS
PRESIDENT AND TREASURER

MATT S. GLAVIN
VICE-PRES. AND SECRETARY

P. L. CROOKS & CO., INC.
Contractors
HENRY BUILDING
PORTLAND, OREGON

May 11, 1933.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Subject: Hug Point-Arch Cape
Oregon Coast Highway.
Estimate Check.

Dear Sir:-

As yet we have not received our estimate check for work up to April 15, 1933, amount due $4892.18.

As we generally receive these estimate checks around the first of the month, was wondering if it had been mailed and had gone astray.

If the check has not been mailed we would very much appreciate your sending us same by return mail.

Thanking you for this and past favors, we remain,

PLC.

Yours very truly,

P. L. Crooks & Co., Inc.

By P L Crooks

April 5, 1933

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

I was quite interested in your communication to the P. L. Crooks Company under date of April 1st in regard to the clearing on the Hug Point-Arch Cape Section.

I suggest that you follow this up and advise me as to the outcome within one week. Also advise me of the status of the clearing on all other projects to the end that we may require the contractors to complete the work before the fire season.

Yours very truly

RHB:MC

State Highway Engineer

12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

F. L. Crooks,
61[illegible] Henry Bldg.,
Portland, Ore.

Gentlemen:

I made an inspection of the Hug Point-Arch Cape Section and was much surprised to find that nothing further had been done on the clearing. There is a very short time left during which burning will be permitted therefore I must insist that you proceed with your clearing operations immediately and get the line ready for grading before the fire season. Your failure to continue this clearing work is hampering our efforts to get the commission to extend your time limit, therefore I wish to advise you that the situation is serious and your extension of time is going to be greatly predicated upon finishing of the clearing operations.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock
Wm. B. Chandler

NOTED
State Highway Engineer

FORM 5-A-1 .6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION
SALEM

March 13, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

P. L. Crooks, Contractors,
Henry Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Gentlemen:

In regard to your letter asking for an extension of time, I agree that it is advisable to suspend grading operations until later in the Spring, but you should endeavor to finish by September 15th at least.

I am very anxious however, to get the clearing done in order that you will not be handicapped with the burning during the summer months and also that the engineering parties can finish the cross-sectioning. I would therefore request that you continue with the clearing operations and in order to make this as inexpensive as possible I will release you from the requirements to use Multnomah County men on the clearing. In this way you can use local men who can drive to the job and you will not be under the expense of retaining a camp and cook house.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer,

HGS/H

CC to
R. H. Baldock ✓
Wm. E. Chandler
H. C. Broadwell.

FORM 5-A-1 6986 7200 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 21, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Broadwell,
Resident Engineer,
Seaside, Ore.

Dear Sir:

Yours of February 18th, relative to the citizenship of M. A. Krapp, foreman for P. L. Crook and Company, has been received.

From the information in your letter it would appear that there might be some doubt as to Mr. Krapp's citizenship. However we can see where under certain circumstances it might be very hard or even impossible to prove that he was or was not a citizen without involving a great deal of time and expense. We do not wish to work a hardship or to treat him unjustly but it is necessary that only citizens or naturalized citizens be employed. Because of this doubt of his citizenship we believe it is necessary that we have an affidavit from him or some other person that he is a citizen of the United States.

It might be well to get a statement from him as to his parents' nationality and where they were born. If he will furnish this statement and affidavit we see no objection to allowing him to remain unless there are more serious objections raised.

Yours very truly,

Dictated by

Chas. E. Low

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

[illegible]ED
[illegible] Engineer

CC to

R. H. Baldock ✓
Wm. E. Chandler

H. G. Smith,
Construction Engineer.

STENCIL NO. 124

180 A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. E-180-A and B

Feb. 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ Emerg. C. Hwy. projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Form P. R. 2
State Oregon
Project No. E-180, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of December, 1932

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 7th day of October, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-two thousand, eight hundred twenty-six and 75/100 dollars ($32,826.75) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway Funds" appropriated by (Include amount, date, and citation of Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 530+50 in Sec. 20, T.4 N., R.10 W., W.M. and survey station 670+00 in Sec. 16, T.4 N., R.10 W., W.M., (excepting therefrom the bridge over Asbury Creek between survey stations 613+50 and 613+43)

, length 1.701 miles, in Clatsop County, being Section A of Oregon Federal Aid project No. E-180, consisting of 1.701 miles of roadway and no bridges, ~~each of more than 20 feet clear span~~, ~~of miles in length~~ known locally as the Hug Point-Arch Cape section of the Oregon Coast Highway, between official control points Cannon Beach and a point on the Federal Aid Road near Wheeler.

DEC 16 1932 8 38 AM

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) It is mutually agreed that the new structure between survey stations 612+50 and 613+43 not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structure, but nothing herein contained shall preclude the granting of Federal Aid therdon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirty-two thousand, eight hundred twenty-six and 75/100 dollars ($32,826.75), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred nine thousand, four hundred twenty-two and 50/100 dollars ($109,422.50), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3rd day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Lee Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE of Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-180-A State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 109,422.50 as the total estimated cost of said project, and the sum of $ 32,826.75 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3rd day of February one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1921 8—4829

180-a

February 17, 1933

Mr. A. G. Enright
1410 High
Eugene, Oregon

Dear Sir:

We are sending you by express an executed copy of the contract that was recently awarded to you by the State Highway Commission for the construction of two bridges at Austin Point on the Oregon Coast Highway in Clatsop County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

FORM S-A-1 6796 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180a

OREGON STATE HIGHWAY COMMISSION

SALEM

February 9, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

P. L. Crooks & Company,
618 Henry Bldg.,
Portland, Ore.

Gentlemen:

The Bureau of Public Roads has called our attention to the 57 violations of the State eight hour law shown on your payrolls for the first half of January on your Hug Point-Arch Cape project, Oregon E-180-A.

Although this is not in violation of the labor provisions of your contract, it is a violation of the State labor laws and also goes to defeat the purpose of the act under which the contract was awarded - employment for the unemployed. We realise that there are times when it is necessary to work more than eight hours because of some emergency, and we solicit your cooperation to keep this to the minimum and to provide the maximum amount of labor.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low

CC to
R. H. Baldock ✓
W. H. Lynch
Wm. E. Chandler
H. C. Broadwell

NOTED

February 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Hug Point-Arch Cape Section, Project No. E-130-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-180-A

HUG POINT-ARCH CAPE SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, February 6, 1933.

Grading

All Required		Clearing and Grubbing		$ 15,000.00
102,000	cu. yds.	Common Excavation	$ 0.35	35,700.00
48,000	cu. yds.	Solid Rock Excavation	0.65	31,200.00
116,000	yd. sta.	Overhaul	0.02	2,320.00
36,000	yd. mi.	Truck Haul	0.15	5,400.00
20	cu. yds.	Rock or Gravel Backfill	3.00	60.00
150	lin. ft.	6" Porous Drain Tile	0.50	75.00
1,300	lin. ft.	18" Concrete Pipe	3.00	3,900.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00
90	lin. ft.	30" Extra Strength Concrete Pipe	6.00	540.00
				$ 94,435.00

ROADWAY

Asbury Creek Culvert

110	cu. yds.	Excavation	$ 3.00	$ 330.00
25	" "	Class "A" Concrete	15.00	375.00
1,900	lbs.	Metal Reinforcement	0.04	76.00
80	lin. ft.	120" Corrugated Culvert Pipe	39.00	3,120.00
				$ 3,901.00
		Sub-total		98,336.00
		10% Engr. & Cont.		9,833.60
		Total		$108,169.60

BRIDGES OVER 20'-SPAN

Austin Point Bridge

80	cu. yds.	Excavation	$ 3.00	$ 240.00
12	" "	Class "B" Concrete	12.00	144.00
35	" "	" "A" "	12.00	420.00
72	" "	" "D" "	17.00	1,224.00
24,000	lbs.	Metal Reinforcement	0.04	960.00
22	M FBM	Creosoted Lumber	60.00	1,320.00
135	lin. ft.	Composite Handrail	2.50	337.50
		Sub-total		$ 4,645.50

10% Engr. & Cont.	$ 464.55
Total	$ 5,110.05

Length of Roadwork	1.698	miles
" " 1 Bridge, 107.49'	.020	"
Total length	1.718	"
Cost per mile	$63,704.12	

SUMMARY OF FUNDS REQUESTED

Items	Total Cost	Federal Aid Funds	[illegible] Rev. Funds
Roadway	$108,169.60	$32,450.88 (30%)	$ 75,718.72
Bridge	5,110.05	1,839.61 (36%)	3,270.44
	$113,279.65	$34,290.49	$ 78,989.16

State Funds for Constr: Chap. 175 laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

Oregon State Highway Department   Emergency Construction
Hwy. Proj. No E-180-A

Hug Point - Arch Cape Section of the
Oregon Coast Highway in Clatsop County

(Estimate as basis for project agreement. Based on
low bid prices)

Salem Oregon Feb 1933

Copy Ⓐ

Roadway

Asbury Creek Culvert

			$	$
110	cy	Excavation	3.00	330.00
25	"	Class "A" Concrete	15.00	375.00
1900	lb	Metal Reinforcement	.04	76.00
80	lf	120" Corrugated Culvert Pipe	39.00	3,120.00
				$ 3,901.00

Subtotal	$ 98,336.00
10% Engr & Cont	9,833.60
Total	$ 108,169.60

Bridges Over 20'-Span

Austin Point Bridge

			$	$
80	cy	Excavation	3.00	240.00
12	"	Class "B" Concrete	12.00	144.00
35	"	" "A" "	12.00	420.00
72	"	" "D" "	17.00	1,224.00
24000	lbs	Metal Reinforcement	.04	960.00
22	MFBM	Creosoted Lumber	60.00	1,320.00
135	lf	Composite Handrail	2.50	337.50
		Sub-total		$ 4,645.50
		10% Engr & Cont		464.55
		Total		$ 5,110.05

Length of Roadwork	1.698 miles
" " 1 Bridge, 107.49 ft	.020 "
Total length	1.718
Cost per mile	$ 63,704.12

Summary of Funds Requested

Item	Total Cost	Federal Aid Funds	Emerg Constr Hwy Funds
Roadway	$ 108,169.60	32,450.88 (30%)	$ 75,718.72
Bridge	5110.05	1,839.61 (36%	3270.44
	$ 113,279.65	34,290.49	$ 78,989.16

(over)

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-180-A

HUG POINT-ARCH CAPE SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate with plans for structures. Not as basis for modified agreement).

Salem, Oregon, January 20, 1933.

Grading

All Required		Clearing and Grubbing		$ 15,000.00
102,000	cu. yds.	Common Excavation	$ 0.35	35,700.00
48,000	cu. yds.	Solid Rock Excavation	0.65	31,200.00
116,000	yd. sta.	Overhaul	0.02	2,320.00
36,000	yd. mi.	Truck Haul	0.15	5,400.00
20	cu. yds.	Rock or Gravel Backfill	3.00	60.00
150	lin. ft.	6" Porous Drain Tile	0.50	75.00
1,300	lin. ft.	18" Concrete Pipe	3.00	3,900.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00
90	lin. ft.	30" Extra Strength Concrete Pipe	6.00	540.00
				$ 94,435.00

Ⓐ

Asbury Creek Culvert

(Alternate "A" - Reinforced Concrete Box Culvert)

140	cu. yds.	Excavation	$ 3.00	$ 420.00
180	cu. yds.	Class "A" Concrete	18.00	3,240.00
26,000	lbs.	Metal Reinforcement	0.05	1,300.00
		Sub-total, Alt. (A)		$ 4,960.00

(Alternate "B" - 120" Corrugated Iron Culvert Pipe)

110	cu. yds.	Excavation	$ 3.00	$ 330.00
25	cu. yds.	Class "A" Concrete	18.00	450.00
1,900	lbs.	Metal Reinforcement	0.05	95.00
80	lin. ft.	120" Corr. Culvert Pipe	35.00	2,800.00
		Sub-total, Alt (B)		$ 3,675.00

Sub-total, Roadway (Using low alternate)	$ 98,110.00
10% Engr. & Cont.	9,811.00
Total, Roadway..............................	$107,921.00

Austin Point Bridge

80	cu. yds.	Excavation	$2.00	$ 160.00
12	cu. yds.	Class "B" Concrete	16.00	192.00
35	cu. yds.	Class "A" Concrete	18.00	630.00
72	cu. yds.	Class "D" Concrete	18.00	1,296.00
24,000	lbs.	Metal Reinforcement	0.05	1,200.00
22	M-FBM	Creosoted Lumber	75.00	1,650.00
135	lin. ft.	Composite Handrail	3.00	405.00
			Sub-total	$ 5,533.00
			10% Engr. & Cont.	553.30
			Total......................	$ 6,086.30

Length of Roadwork 107.49 ft	1.697 miles
" " 1 Bridge 112.0 ft.	~~.021~~ " .020
Total length	1.718 "
Cost per mile	$ 63,595.16

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		Emerg. Constr. Hwy. Funds
Roadway	$ 107,921.00	$ 32,376.30	(30%)	$ 75,544.70
Bridge	6,086.30	2,191.06	(36%)	3,895.24
	$ 114,007.30	$ 34,567.36		$ 79,439.94

January 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Asbury Creek culvert and the Austin Point viaduct, Project No. E-180-A. Under separate cover, we are sending five blueprint copies of sheet No. 2 of the roadway plans, which sheet has been revised to show the quantities for the structures noted above.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Emerg. Contr.
Hwy. Proj. No E-180-A

Hug Point - Arch Cape Section of the Oregon Coast Highway in Clatsop County

(Estimate with plans for structures. Not as basis for modified agreement

Salem Oregon, Jan 1933

~~Roadway~~

Grading

Copy Ⓐ

$94435.00

Asbury Creek Culvert

(Alternate "A" - Reinforced Concrete Box Culvert)

140	cy	Excavation	$3.00	$420.00
180	"	Class A Concrete	18.00	3240.00
26,000	lbs	Metal Reinforcement	.05	1300.00
		Subtotal Alt. (A)		$~~10493.00~~ 4,960.00

(Alternate "B", - 120" Corrugated Iron Culvert Pipe)

110	cy	Excavation	3.00	330.00
25	cy	Class A Concrete	18.00	450.00
1,900	lbs	Metal Reinforcement	.05	95.00
80	lf	120" Corr. Culvert Pipe	35.00	2800.00
		Subtotal Alt. (B)	$3,675.00	$~~9208.00~~

Subtotal, Roadway (using low alternate)	$ 98,110.00 ~~103,643.00~~
10% Engr & Cont	9,811.00 ~~10,364.30~~
Total, Roadway	$ ~~114,007.30~~ 107,921.00

Quatin Point Bridge

80	cy	Excavation	$ 2.00	$ 160.00
12	"	Class B Concrete	16.00	192.00
35	"	" A "	18.00	630.00
72	"	" D "	18.00	1296.00
24,000	lb	Metal Reinforcement	.05	1200.00
22	MFBM	Creosoted Lumber	75.00	1650.00
135	lf	Composite Handrail	3.00	405.00
			Subtotal	$ 5,533.00
			10% Engr & Cont	553.30
			Total,	$ 6,086.30

Length of Roadway	1.697	miles
" " 1 Bridge 112.0 ft	.021	"
Total length	1,718	"

Cost per mile $ 63,595.16 ~~67,181.64~~

Summary of Funds Requested

Item	Total Cost	Federal Aid Funds	Emery County Hwy Funds
Roadway	$ 107,921.00	$ 32,376.30 ~~34,152.19~~ (30%)	$ 75,544.70 ~~79,805.11~~
Bridge	$ 6086.30	2191.06 (36%)	3895.24
	$ ~~120,043.60~~ 114,007.30	$ ~~36,343.25~~ 34,567.36	$ ~~83,700.35~~ 79,439.94

Oregon State Highway Department

Emergency Construction
Project No. E-180-A.

HUG POINT-ARCH CAPE SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 15, 1932.

	All Required		Clearing and Grubbing		$ 15,000.00
	102,000	cu. yds.	Common Excavation	$ 0.35	35,700.00
	48,000	cu. yds.	Solid Rock Excavation	0.65	31,200.00
	116,000	yd. sta.	Overhaul	0.02	2,320.00
	36,000	yd. mi.	Truck Haul	0.15	5,400.00
out	450	cu. yds.	Cement Rubble Masonry	10.00	4,500.00
	135	lin. ft.	Parapet Wall	4.00	540.00
	20	cu. yds.	Rock or Gravel Backfill	3.00	60.00
	150	lin. ft.	6" Porous Drain Tile	0.50	75.00
	1,300	lin. ft.	18" Concrete Pipe	3.00	3,900.00
	60	lin. ft.	24" Concrete Pipe	4.00	240.00
	90	lin. ft.	30" Extra Strength Concrete Pipe	6.00	540.00

(A)

Sub-total	$ 99,475.00
10% Engr. & Cont.	9,947.50
Total....................	$109,422.50

Length of Project	1.701 miles
Asbury Cr. Bridge	.017 miles
Total length	1.718 miles
Cost per mile	$ 64,328.33

Regular Federal Aid Requested	$ 32,826.75 (30%)
Emergency Construction Funds Requested	76,595.75
	$109,422.50

180-a

February 6, 1933

Mr. Leslie M. Scott, Chairman
State Highway Commission
1025 Yeon Building
Portland, Oregon

Dear Sir:

The estimates for the Hug Point-Nehalem Section of the Oregon Coast Highway are as per estimate attached hereto, rendered by H. G. Smith, Construction Engineer. I am also sending a map which will enable you to correlate these costs to the actual sections.

I am presenting this information to you to the end that you may have full information to answer letters or to talk with various visitors in regard thereto.

Very truly yours

State Highway Engineer

RHB:HI

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 4, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

The location and projection estimates for the Hug Point-Nehalem Section of the Coast Highway are as follows:

Section	Dist-ance Mi.	Grading Under Contract	Prospective Grading	Macadam	Bit. Mac.	Total
Hug Point-Arch Cape	1.7	$114,500		$ 10,200	$ 13,600	$138,300.00
Arch Cape Tunnel Apprs.	0.5		$130,000	1,800	1,350 6,000 Pav.	139,150.00
Arch Cape Bridge			10,000			10,000.00
Arch Cape Short Sand	2.5		230,000	15,000	20,000	265,000.00
Short Sand Beach Sec.	1.7		157,000	10,200	13,600	180,800.00
Neahkahnie Mtn. Sec.	2.4		143,500	14,400	19,200	177,100.00
Manzanita	0.9	36,500		6,000	7,200	49,700.00
Nehalem	2.0		50,000	12,000	16,000	78,000.00
	11.7	$ 151,000	$ 720,500	$ 69,600	$ 96,950	$1,038,050.00

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

FORM B-A-1 6766 7500 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180a

OREGON STATE HIGHWAY COMMISSION
SALEM

February 4, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Broadwell,
Resident Engineer,
Cannon Beach, Ore.

Dear Sir:

The attached is a copy of a letter protesting the employment of foreigners by P. L. Crooks & Co. on their Hug Point-Arch Cape Project.

We have no control over the contractor placing them as foremen if they have been naturalized. If they have not been naturalized and are working have the contractor replace them at once, but if not working now do not allow contractor to put them on when work opens up again.

No person, who is not a citizen of the United States of America, can be employed in any capacity upon the work.

Will you please investigate these accusations and report your findings.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer

Dictated by

Chas. E. Low

CC to
R.H. Baldock
Wm. E. Chandler

NOTED
State Highway Engineer

180-a

February 1, 1933

Mr. E. R. Shelly
5300 - 63d Ave. S. E.
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of January 30 in which you protest the employment of foreigners on the P. L. Crooks job at Cannon Beach.

Please be advised that no foreigners are to be employed on this emergency relief work and I will immediately have your report checked to see if these men have been naturalized. If they are naturalized citizens, we have no control over the contractor placing them as foremen.

Thanking you for calling this to our attention, I am

Very truly yours

State Highway Engineer

RHB:HI

cc H. G. Smith

Mr. Smith:

Report on whether these men have been naturalized.

FORM 5-A-1 6760 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

180-a

January 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

P. L. Crooks, & Co., Inc.
616 Henry Bldg.,
Portland, Ore.

Gentlemen:

This is your authority to suspend grading and clearing operations on the Hug Point-Arch Cape Section until there is a change in the weather and the grading can be carried on in a systematic manner.

It is quite important that the culverts be installed across the Kissling property as we have secured permission to dig the outlet ditches and it should be done before more complications arise.

In granting this shut down it is given with the understanding that you will resume operations as soon as the weather permits, or after six days notice. You should also remember that owing to the limitations on the expenditure of Federal money that the time limit can not be extended on emergency jobs and provision must be made to place sufficient equipment to make up for the loss of time caused by the shut down.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN 26 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Plans, specifications and estimate for Oregon Emergency Construction Highway Project E-180-A, are today being recommended for approval.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

The length on centerline of the Austin Point Bridge is 0.020 miles (Sta. 649+66 to Sta. 650+73.5), leaving the roadway length of 1.698 miles. The lengths shown on the estimate have been corrected to those given.

It is our understanding that the quantities on which bids are being taken are not based upon the revised plans for this structure which have been received in this office today. Also, it is our understanding from a conversation at the Commission meeting today that the contract will be based upon the quantities involved in the superseded design. Presumably, however, you will desire Federal Aid on the revised quantities, and it appears that the agreement estimate should be prepared accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

Tom

180-a

January 24, 1933

Mr. Dow V. Walker
Attorney at Law
Commerce Building
Portland, Oregon

Dear Sir:

Responding to your request of the 21st instant, there is being mailed to you under separate cover a map and profile of the section of the Oregon Coast Highway extending from the end of the P. L. Crooks Company's contract to the site of the proposed tunnel at Arch Cape. There is no charge for this service.

Very truly yours

Secretary

HBG:AJ

LAW OFFICES OF
DOW V. WALKER
COMMERCE BUILDING
BEACON 3164
PORTLAND, OREGON

Associate Counsel
G. E. HAMAKER
RICHARD DEICH
D. A. ELKINS

January 21,1933

Mr. S. H. Baldock,
State Highway Engineer,
Salem,Oregon.

Dear Sir:-

Attention Mr. Herbert Glaser:

If it is possible, and not a violation of the rules of the Commission, I would like to secure a blueprint of the profile tracing of the right of way from the end of the present contract on the Nehalem Hug Point section where P.L. Crooks & Company, Contractors are now working under a State Highway Contract.

We desire a profile covering that section of the highway from the end of the present contract to and including the proposed tunnel at Arch Cape.

The undersigned is a property owner and has cooperated fully with the Department in every respect, and this profile map is desirable for some future developments that we are planning there, and we would like to have it as soon as possible, and if there is any expense attached thereto forward bill to the writer and I will be glad to remit immediately.

Yours very truly,

Dow V. Walker

DVW:C

RECEIVED
JAN 2[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 3-A-1 4788 2500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION

SALEM

January 14, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Answering your letter of inquiry concerning the method of handling the substitution of a viaduct for the rock wall between Sta. 649+50 and Sta. 651, on the Hug Point-Arch Cape Section, Oregon Emergency Construction Highway Project E-180-A, I beg to advise that the grading contractor has released us from the retaining wall and the viaduct will be contracted in connection with the Ashbury Creek Culvert.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOTED

FORM 2-A-1 2684 6M 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION

SALEM

January 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In my estimation the contractors on the Hug Point-Arch Cape Section are accomplishing everything they can during the winter months and I see no reason to keep ragging them to install additional equipment.

The material which the contractor has already excavated has cost him $1.00 per yard and will not stay in the fills after it is placed.

Broadwell has already been advised several times that nothing can be accomplished by having three shovels on the job when one is unable to work.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

NOTED

FORM 5-A-1 3993 5M 9-31

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION

SALEM

January 3, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Permission is requested to substitute a timber and concrete viaduct for the masonry retaining wall installation shown between Stations 649+80 -651 on the Hug Point-Arch Cape Section of the Oregon Coast Highway.

We have been unable to find any rock suitable for masonry walls anywhere in this vicinity, and since the ground has been cleared it is very evident that it is highly desirable to lighten and distribute the load to lessen the danger of slides. It is quite evident that the ground immediately to the south of this site is an old slide and consequently the design of the timber structure will provide for the possibility of some movement without a total loss for the structure. It is for this reason that a concrete viaduct is inadvisable.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock

Form S-A-1 2869 5M 9-22

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

180-a

December 15, 1922

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Broadwell,
Resident Engineer,
Seaside, Ore.

Dear Sir:

Attached please find letter from Chairman Scott, pertaining to the accusation that men on the P. L. Crooks job are being discharged merely to furnish bus fare to Mike Monahan.

From our conversation on my last inspection I realized that this is probably the instance which was mentioned where men were unsatisfactory and had to be returned, but I wish you would make an official report to submit to the chairman, especially the reason why the crew had to be discharged.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
S. H. Probert
Wm. E. Chandler

Respectfully referred to State Highway Commission by EXECUTIVE DEPARTMENT

M 12-a

Cannon Beach, Ore.

Dec. 10, 1932.

RECEIVED
DEC 19 1932
OREGON
STATE HIGHWAY COMMISSION

Hon. Julius Meier,
Governor, State of Oregon,
Salem, Oregon.

Dear Sir:

The Arch Cape Tunnel contract was on the Federal Emergency list to be let at a recent Highway meeting and for some unknown reason this contract was withdrawn and the money evidently placed on some other project. The Cannon Beach road is now on the Federal list.

I understand the regular allottment to Federal aid roads is $18,000.00 per mile. This tunnel is to be 960 feet long, less than one quarter of a mile. Therefore, if this tunnel should be built at some future time the Federal aid money received by the State would be $4,500.00. The State would pay $95,500.00, as the estimated cost of the tunnel is $100,000.00.

Why not take advantage of the Federal Emergency fund and build this tunnel now and save the State the above mentioned sum?

The tunnel is a winter job and would give work to 96 men., four shifts of 12 men at each end of the tunnel.

Clatsop and Tillamook Counties entered into an agreement with the State Highway Commission in October 1930 as per Mr. Klein's letter of Feb. 3, 1931 to yourself., wherein this leter stated the Highway Commission agreed to build this road for a consideration of $200,000.00, paid to the State in four yearly payments of $50,000.00 each. Two of these payments have been made

Copies made for Commissioners 12-21-32

presumably answered by [illegible]

by the Counties, the third payment will be voted upon at the December Road Meeting, next week. Mr. Scott's statement that this is a luxury road and will wait a long while before completion will not help in voting the next $50,000.00 by the two Counties.

There are four hundred million feet of timber tributary to this road between Tillamook Head and Neahkahanie Mountain, 75% of which is Spruce and can be sold today for $3.00 per thousand stumpage.

If we had a road logging camps would give employment to between six and eight hundred men for approximately eight years getting out Spruce timber which is always in demand. This is the largest stand of Spruce timber in Oregon.

On the completion of the present contract of Mr. Crooks' to Arch Cape there remains three and one half miles of road to be built to the end of the Neahkahanie grade. The $200,000.00 pledged and paid by the two Counties will grade this stretch of road.

It seems to me that this Commission should stand by the agreement made by the old Commission and the Counties and build this road now., as it is the sentiment of the Coast Counties to see this road completed.

Trusting you will give this matter your immediate consideration,

Respectfully,

W.E. Warren

W. E. Warren

FORM 5-A-1 5000 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

Or.

Cr.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION
SALEM

December 10, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Office.

Attention - Mr. Paxson.

Dear Sir:

Herewith are cross sections of Retaining Wall on Hug Point-Arch Cape Section.

Will you kindly investigate the foundations for this wall, and the possibilities of securing Rubble Masonry Rock in this vicinity.

It may be advisable to substitute a half viaduct for this wall if the contractor be agreeable.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

Mr. Baldock

FORM 5-A-1 5500 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

180-a

December 7, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. John F. Conway,
Suite 806,
Lumberman's Building,
Portland, Ore.

Dear Sir:

Receipt is acknowledged of your letter of December 1st, relative to Arch Cape Tunnel and the bridge over Ashbury Creek. The contract for the bridge over Ashbury Creek is to be let in the near future with the view of it being completed by the time the grading contract is completed.

It is not anticipated that the Arch Cape Tunnel will be constructed for two or three years. The construction of the tunnel at this time would be of little value until the entire section from Arch Cape to Nehalem has been completed. The construction of this section will require five or six years with the present amount of funds available. During this time the life of the timber lining would have been shortened without any material advantage or value to the public. Therefore it is probable that the tunnel will be the last project to be constructed on this section.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H. G. S.
H. G. Smith,
Construction Engineer.

Dictated by

Charles E. Low

CC to
R. H. Baldock

FORM 5-A-1 5693 5M 9-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

180-a

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Regarding dangerous snags outside right of way on Projects E-181-A and E-180-A, I beg to advise that the removal of a large number of snags was included in the original location estimate for E-180-A but not included in the contract. It was my understanding that these were deleted as not being proper items for inclusion in a Federal Project.

We are unable to get a satisfactory price from the grading contractor for the disposal of the snags on E-180-A, therefore it seems advisable to cut them at an opportune time by State Forces. We have those on E-181-A under consideration and will endeavor to drop them if satisfactory arrangements can be made.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 2-A-1 5438 3000 5-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. H. C. Broadwell,~~
~~Resident Engineer,~~
~~Cannon Beach, Ore.~~

Dear Sir:

In our labor distribution for Emergency Federal Aid project, it provides that the labor for the Hug Point-Arch Cape project be obtained 23% from Clatsop and 77% from Multnomah County.

It has become apparent that the class of laborers best suited to clearing and grubbing work are available in Clatsop County and that suitable loggers equipped with the necessary clothes cannot be readily obtained in Multnomah. Therefore it is acceptable to those in charge of the Multnomah Relief Committee that Clatsop County labor be used in clearing operations with the understanding that when the grading work is undertaken that the labor distribution will be rebalanced by obtaining a larger percentage from Multnomah County.

P. L. Crooks & Co. is therefore authorised to employ 80% labor from Clatsop and 20% from Multnomah for clearing operations. The 20% from Multnomah is fixed to cover such men as are already on their payroll and such occasional men as Multnomah finds it necessary to place.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
Wm. E. Chandler
P. L. Crooks & Co.
Portland, Ore.
Worth W. Caldwell,
Portland, Ore.

October 15, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimates as basis for project agreement covering the Hug Point-Arch Cape Section, Emergency Construction Project No. E-130-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/HR.

Encl.

Oregon State Highway Department

Emergency Construction
Project No. E-180-A.

HUG POINT-ARCH CAPE SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 13, 1932.

All Required		Clearing and Grubbing		$ 15,000.00
102,000	cu. yds.	Common Excavation	$ 0.35	35,700.00
48,000	cu. yds.	Solid Rock Excavation	0.65	31,200.00
116,000	yd. sta.	Overhaul	0.02	2,320.00
36,000	yd. mi.	Truck Haul	0.15	5,400.00
450	cu. yds.	Cement Rubble Masonry	10.00	4,500.00
135	lin. ft.	Parapet Wall	4.00	540.00
20	cu. yds.	Rock or Gravel Backfill	3.00	60.00
150	lin. ft.	6" Porous Drain Tile	0.50	75.00
1,300	lin. ft.	18" Concrete Pipe	3.00	3,900.00
60	lin. ft.	24" Concrete Pipe	4.00	240.00
90	lin. ft.	30" Extra Strength Concrete Pipe	6.00	540.00
			Sub-total	$ 99,475.00
			10% Engr. & Cont.	9,947.50
			Total..................	$109,422.50

Length of Project	1.701 miles
Asbury Cr. Bridge	.017 miles
Total length	1.718 miles
Cost per mile	$ 64,328.33

Regular Federal Aid Requested	$ 32,826.75 (30%)
Emergency Construction Funds Requested	76,595.75
	$109,422.50

PR# 180A

October 14, 1932.

F. L. Crooks & Co., Inc.,
Crater Lake Park, Oregon.

Gentlemen:

In answer to your letter of October 10th, requesting information relative to employment of labor on the Hug Point-Arch Cape Section, we wish to advise that a letter was mailed to your Portland Office on October 10th, giving the information which you request.

The labor, both skilled and unskilled, for this project is to be obtained 23 per cent from Clatsop County and 77 per cent from Multnomah County.

In Clatsop County, the Employment Committee is the County Court. In Multnomah County, the Employment Committee is the "Civic Emergency Committee," W. C. Caldwell, Secretary, Madison Building, Portland, Oregon.

As labor is required for the work, you will make application to the County Employment Committees, stating the number of men wanted and the classes of work which they are to perform. The Committees will supply you with a list of experienced or otherwise qualified men who are most in need. From this list you will make your selection of men, and will instruct the committees as to the time and place at which the men are to report.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by R. Alvick

P. L. CROOKS & CO., INC.
Contractors
HENRY BUILDING
PORTLAND, OREGON

UNLESS OTHERWISE REQUESTED, YOUR REPLY AS WELL AS INVOICES FOR GOODS ORDERED AND ALL COMMUNICATIONS REGARDING MATTERS HEREIN MENTIONED SHOULD BE SENT TO THE PLACE FROM WHICH THIS LETTER IS RECEIVED.

OFFICE AT Crater Lake Park, Ore. Oct 10 1932

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

This will acknowledge receipt of your telegram of October 7th advising us that the contract for the grading of the Hug Point - Arch Cape Section was awarded to us and authorizing and requesting us to start work at once.

We will plan on getting the work under way the latter part of this week. We will be pleased to have you furnish us with the names and addresses of the chairmen of the County Employment Committees from whom we are supposed to get our unskilled labor or advise us if we should handle this matter through your Resident Engineer, Mr. Broodwell.

Yours very truly,

P. L. CROOKS & CO. INC.,

By P L Crooks

PLC/LC.

REFERRED TO
Pro Engt
By State Highway Engineer

Please handle this and advise that they are to obtain both skilled and unskilled labor from the committee

RECEIVED
OCT 11 1932
STATE HIGHWAY COMMISSION
OREGON

September 21, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Hug Point-Arch Cape Section, Project No. E-180-A. Five bid proposals, two sets of blueprint plans and one set of original cross-sections are being sent under separate cover. The additional blueprint plans required will be mailed to you tomorrow.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Constr. Highway
Project No. E-180-A

HUG POINT-ARCH CAPE SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate accompanying plans. Not as basis for project agreement.)

Salem, Oregon, September 20, 1932.

All Required		Clearing and Grubbing		$10,000.00
102,000	cu. yds.	Common Excavation	$ 0.30	30,600.00
48,000	cu. yds.	Solid Rock Excavation	0.60	28,800.00
116,000	yd. sta.	Overhaul	0.02	2,320.00
36,000	yd. mi.	Truck Haul	0.12	4,320.00
450	cu. yds.	Cement Rubble Masonry	8.00	3,600.00
135	lin. ft.	Parapet Wall	4.00	540.00
20	cu. yds.	Rock or Gravel Backfill for Drains	1.50	30.00
150	lin. ft.	6-inch Porous Drain Tile	0.25	37.50
1,300	lin. ft.	18-inch Concrete Pipe	2.00	2,600.00
60	lin. ft.	24-inch Concrete Pipe	3.00	180.00
90	lin. ft.	30-inch Extra Strength Concrete Pipe	5.00	450.00

Sub-total	$ 83,477.50
10% Engr. & Cont.	8,347.75
Total............	$ 91,825.25

Length of Project 1.701 ~~1.718~~ miles 1,701
Asbury Cr. Bridge 93 ft. .017 mile ,017
1.718 " 1,718
~~Total~~ length ~~1.735~~ miles

Cost per mile $ ~~53,448.90~~ 53,983.09

Regular Federal Aid Requested	$27,547.57	(30%)
Emergency Construction Funds Requested	64,277.68	
	$ 91,825.25	

Oregon State Highway Department

Emergency Constr. Highway
Project No. E-180-A

HUG POINT-ARCH CAPE SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate accompanying plans. Not as basis for project agreement.)

Salem, Oregon, September 20, 1932.

All Required		Clearing and Grubbing		$10,000.00
102,000	cu. yds.	Common Excavation	$ 0.30	30,600.00
48,000	cu. yds.	Solid Rock Excavation	0.60	28,800.00
116,000	yd. sta.	Overhaul	0.02	2,320.00
36,000	yd. mi.	Truck Haul	0.12	4,320.00
450	cu. yds.	Cement Rubble Masonry	8.00	3,600.00
135	lin. ft.	Parapet Wall	4.00	540.00
20	cu. yds.	Rock or Gravel Backfill for Drains	1.50	30.00
150	lin. ft.	6-inch Porous Drain Tile	0.25	37.50
1,300	lin. ft.	18-inch Concrete Pipe	2.00	2,600.00
60	lin. ft.	24-inch Concrete Pipe	3.00	180.00
90	lin. ft.	30-inch Extra Strength Concrete Pipe	5.00	450.00

Sub-total	$ 83,477.50
10% Engr. & Cont.	8,347.75
Total............	$ 91,825.25

Length of Project		1.718 miles
Asbury Cr. Bridge	93 ft.	.017 mile
Total length		1.735 miles
Cost per mile		$ 53,448.92

Regular Federal Aid Requested	$27,547.57	(30%)
Emergency Construction Funds Requested	64,277.68	
	$ 91,825.25	

FORM [illegible] 1M 2-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

180-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 12, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer
Office.

Dear Sir:

On the Warren-Hug Point grading and surfacing contract the subtotals are as follows:

Preliminary Estimate	Estimate Corrected to Date	Completed to Date	To Complete work
$23,379.00	$33,345.62	$24,792.37	$8,553.25

In addition to the estimated cost to date, there will be 9000 cubic yards of slides, falling some danger trees and some clearing and grubbing on the slides. The clearing and grubbing will have to be done first and the contractor agrees to take out the 9000 yards at 35 cents per yard. This is the same amount per yard as his original bid, and I think will be satisfactory. The falling of the danger trees will be $5.00 per tree.

This estimate corrected to date then will be increased as follows:

Clearing and grubbing	$ 300.00
Removal of 9000 cu yds. of slides	3,150.00
63 danger trees at $5.00	315.00
Total	$3,765.00

When the contract is completed, this will make an estimated cost of $37,110.62 against the preliminary estimate of $23,379.00.

The extended time of completion on this contract was to November 15, 1931 which will necessarily have to be extended again to July 31, 1932.

Would it be satisfactory to go ahead and have the contractor move these slides at this 35 cents per yard.

Very truly yours,

W. E. Chandler
WM. E. CHANDLER
Division Engineer.

WEC/ZR

Mr. Burkhart
give me the history
of this project
present status of
appropriations & est of
cost. for Mr. Washburne

TE OF COST

OAST HIGHWAY

		mprovement	Cost to Complete Grading	Cost t Comple
		aced by county,	- -	-
1½ miles south of Junction to Ecola	3.26	County road, narrow and crooked, but passable at all seasons	$230,000	$ 32,00
Ecola to Warren	1.67	Graded and surfaced, needs some betterment	10,000	10,0
Warren to Hug Point	2.80	Graded and surfaced, good standards	- -	-
Hug Point to County Line	3.44	Surveyed, no existing road	260,000	35,00
County Line to N. End of new county grade	3.28	Surveyed, no existing road	175,000	33,00
N. End of new grade to Nehalem	5.00	Graded, but requires widening	225,000	50,00
Nehalem to Nehalem Junction	0.90	Surfaced county road, needs some betterment	10,000	10,00
Totals	21.81		$ 910,000	$ 170,00

Note: The above estimates of cost do not include the cost of a new bridge over the Nehalem River.

STATE OF IMPROVEMENT AND ESTIMATE OF COST

CANNON BEACH SECTION OF OREGON COAST HIGHWAY

April 6, 1932

Unit	Miles	State of Improvement	Cost to Complete Grading	Cost to Complete Surfacing
Cannon Beach Junction to 1½ miles south	1.46	Graded and surfaced by county, good standards	- -	- -
1½ miles south of Junction to Ecola	3.26	County road, narrow and crooked, but passable at all seasons	$230,000	$ 32,000
Ecola to Warren	1.67	Graded and surfaced, needs some betterment	10,000	10,000
Warren to Hug Point	2.80	Graded and surfaced, good standards	- -	- -
Hug Point to County Line	3.44	Surveyed, no existing road	260,000	35,000
County Line to N. End of new county grade	3.28	Surveyed, no existing road	175,000	33,000
N. End of new grade to Nehalem	5.00	Graded, but requires widening	225,000	50,000
Nehalem to Nehalem Junction	0.90	Surfaced county road, needs some betterment	10,000	10,000
Totals	21.81		$ 910,000	$ 170,000

Note: The above estimates of cost do not include the cost of a new bridge over the Nehalem River.

CONTRACT#1419,

SEE:

CONTRACT#1393,

1419 SEE: Contract 1393

CONTRACT #1420,
1518,

181 B Humbug Mtn.-Ranger Station 1932
1420
1518

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 14, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon U. S.P.W. Proj. NRH 181-B (1935) Humbug Mountain-Ranger Station Section of Wolf Creek Highway, , was made by a representative of this office on October 11, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engr.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 181-B (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

January 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jcm

Hwy. M115

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRH 151, Section B (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916
AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1922

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of November, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933, and act approved June 18, 1934, (Public No. 393, 73rd Congress):

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, six hundred eighteen and 37/100 dollars ($16,618.37) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 266+50, in the S. 1/2 of Sec. 21, T. 5 N., R. 8 W., and survey station 470, in the S. E. 1/4 of Sec. 25, T. 5 N., R. 8 W., W.M., (excepting the bridges between survey stations 376+76 and 377+35; and survey stations 434+24 and 435+02).

, length 3.828 miles, in Clatsop County, (1935), being Section B of Oregon U.S. Pub. Wks. High. project No. NRH 151, consisting of 3.828 miles of roadway and no bridges, ~~such~~ of more than 20 feet clear span, known ~~[illegible] in length~~ locally as the Humbug Mountain-Ranger Station portion of the 5518 Wolf Creek Highway, between official control points Portland and Necanicum.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of sixteen thousand, six hundred eighteen and 37/100 dollars ($16,618.37), certified to the Secretary of the Treasury as above mentioned, which/ is [illegible] the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[illegible]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927, and Chapter 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of Jany, 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C E Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By O St J Wilson
Acting *Chief, Bureau of Public Roads*

8—3518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Pub. Wks. High. Project No. NRH 161-B, (1935) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $16,618.37 as the total estimated cost of said project, and the sum of $16,618.37 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 8th day of January one thousand nine hundred and thirty-five

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4639

October 27, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of October 22nd, concerning the constructed length of roadwork for the Humbug Mountain-Ranger Station Section, Project No. NRH 181-B (1935).

Please be advised that your computation of 3.828 miles is correct.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 22, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. Nash

Receipt is acknowledged of the agreement estimate for NRH 181-B (1935), Humbug Mountain-Ranger Station section of the Wolf Creek Highway.

It appears that the length of this project should be 3.828 miles if the project begins at Station 266+50 and ends at Station 470+00, and excepting the bridges, Station 376+76 to Station 377+35 and Station 434+24 to Station 435+02.

Will you please advise whether or not this is correct? The agreement estimate will be held pending the receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. ANDREWS
Senior Highway Engineer

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Humbug Mountain-Ranger Station Section, Project No. NRH 121-B (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Bash/EK

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-B (1935)

HUMBUG MOUNTAIN-RANGER STATION SECTION
OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

All Required		Clearing & Grubbing		$ 460.61
150	dia. ft.	Felling Danger Trees	$1.00	150.00
7,000	cu. yds.	Excavation, Single Classification	0.59	4,130.00
3,500	yd. mi.	Truck Haul	0.18	630.00
150	cu. yds.	Riprap	2.00	300.00
3,300	" "	Base Materials in Surfacing	1.00	3,300.00
4,700	" "	Top " " "	1.00	4,700.00
9,800	yd. mi.	Hauling Surfacing Materials	0.12	1,176.00
500	cu. yds.	Filler	0.25	125.00
1,300	yd. mi.	Hauling Filler	0.12	156.00
		Sub-total		$15,107.61
		10% Engr. & Cont.		1,510.76
		Total		$16,618.36

Length of Roadwork 3.832 miles
Cost per mile $4,336.73

NRH Funds Requested- $16,618.36

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 181-B (1935), Humbug Mountain-Ranger Station section of the Wolf Creek Highway, to Saxton & Looney, Corvallis, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S. Public Works project NRH 181-B (1935), the Humbug Mountain-Ranger Station section of the Wolf Creek Highway, 3.832 miles of crushed stone surfacing, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

#1518

181B

August 29, 1934

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1518 for the construction of a bridge over Humbug Creek on the Wolf Creek Highway in Clatsop County near Elsie has been completed by the contractors, Associated Construction Company, and that final settlement will be made by the State withsaid contractors for work done under said contract on or after September 8, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $8,965.68 including the final payment. Of this amount $46.50 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

August 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing specifications for the Humbug Mt.-Ranger Station Section, Project No. (1935) NRH 181-B.

Five bid proposals and five blueprint copies of the summary sheet are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. H. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. (1935) NRH 181-B

HUMBUG MOUNTAIN-RANGER STATION SECTION
OF THE WOLFE CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement)

Salem, Oregon, August 13, 1934

All Required		Clearing & Grubbing		$ 200.00
150	dia. ft.	Falling Danger Trees	$2.00	300.00
7,000	cu. yds.	Excavation, Single Classification	0.40	2,800.00
3,500	yd. mi.	Truck Haul	0.15	525.00
150	cu. yds.	Rip Rap	4.00	600.00
3,300	cu. yds.	Base Materials in Surfacing	~~1.00~~	3,300.00
4,700	" "	Top Materials in Surfacing	1.25	4,700.00
9,800	yd. mi.	Hauling Surfacing Materials	0.15	1,470.00
500	cu. yds.	Filler	0.50	250.00
1,300	yd. mi.	Hauling Filler	0.20	260.00
			Sub-total	$15,580.00
			10% Engr. & Cont.	1,558.00
			Total	$17,138.00

Length of Roadwork	3.832 miles
Cost per mile	$4,472.38

National Recovery Highway Funds Requested $17,138.00

#1518

181-B

June 28, 1934

Associated Construction Company,
9515 N. Polk Avenue,
Portland, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1518 - Bridge over Humbug Creek near Elsie on the Wolf Creek Highway in Clatsop County, expired on June 15, 1934.

Kindly make application for an extension of time on this contract. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to Bridge Dept.

#1464

181-B

May 7, 1934

City Lumber & Supply Co.
Astoria, Oregon

Gentlemen:

Reference is made to your letter of May 4 in which you advise that contractor A. G. Enright is still indebted to you in the sum of $46.93 for materials furnished in connection with state highway contract No. 1464, bridge construction of the Hug Point-Arch Cape Section of the Oregon Coast Highway in Clatsop County.

The State Highway Commission has no special forms for the filing of claims against contractors. The state law required creditors to file their claims with the Secretary of State in form substantially as shown in Chapter 280, Laws of 1931, mimeographed copy of which is inclosed. This notice should be filed with the Secretary of State prior to the expiration of six months from the date of completion of the project and acceptance by formal action of the Commission.

We note that you have filed your claim with the Aetna Casualty & Insurance Company which appears as surety on the bond furnished by Mr. Enright in connection with this project. Should you secure no satisfaction from the contractor or the surety, you still have recourse by an action in the courts.

Very truly yours

Secretary

RBG:jn

WHOLESALE
AND RETAIL
COAL

BUILDING
MATERIALS
AND
SPECIALTIES

LUMBER
FIR, SPRUCE,
PORT ORFORD
CEDAR

SHINGLES
LATH

CITY LUMBER & SUPPLY CO.
ASTORIA, OREGON

May 4, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention Mr. Wm. Reeves,
Bridge Department.

We wish to advise that Mr. A. G. Enright is still due us the sum of $46.93 for materials furnished on the following contract:

State Highway Contract #1464, Hug Point, Arch Cape Section, Oregon State Highway Comm. job work completed Dec. 20, 1933 - final payment made.

We have made similar report to the bonding company involved, Aetna Casualty & Surety Co., Portland.

Is there a special form provided on which we should file claim or notice with your Department for this amount? If so, would appreciate hearing from you.

Kindly acknowledge.

Yours very truly,

CITY LUMBER & SUPPLY CO. INC.

By Secy.

181-B

May 4, 1934

Clarence D. Porter, Manager
Fidelity & Deposit Company of Maryland
Failing Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of the third instant regarding the petition of the Associated Construction Company for an extension of time in which to complete the contract with the State Highway Commission for the construction of two bridges over Humbug Creek on the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway, state highway contract No. 1518.

Inquiry in this office fails to reveal any knowledge of this petition for which reason I am referring your letter to our Bridge Department for investigation. I will advise you relative thereto as soon as I receive the Bridge Department's report.

Thanking you kindly for your interest in this matter, I remain

Very truly yours

Secretary

HBG:jn
c.c. Bridge Department

Jim: Mrs [illegible] says Reeves found these papers on his desk when Porter called this P.M. ask him about it.

FIDELITY AND DEPOSIT COMPANY
of Maryland
Failing Building
Portland

May third
1934

Oregon State Highway Commission,
Salem, Oregon.

Re: Bond [illegible], Associated
Construction Co.

Gentlemen:

On February 10, I prepared a petition at the request of the Associated Construction Company asking for an extension of time for the completion of this work until June [illegible], [illegible].

I made a personal trip to the site of these bridges and I found that it was physically impossible for these contractors to haul any sand and gravel as a result of heavy rain storms during the months of November and December, 1933, and further that the Wolf Creek Highway grade by reason of these heavy rains was practically impassable. The timber for these bridges was very heavy and the McCormick Lumber Company had considerable difficulty in delivering the same because of the narrow road out of Elsie and also on account of the unrocked Wolf Creek grade. I am quite sure your resident engineer will verify all these facts.

I can't imagine what has become of that petition because Mr. Hargblom turned it over as I understand to the resident engineer in February. I would suggest that you write the engineer and if he does not have it, then advise me and we will have a duplicate made. At that time we gave our consent to the extension of time asked for.

Very truly yours,

Clarence D. Porter

Manager.

#1518

DEPA TMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building

PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

FD

MAY THIRD,

1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Bond #3774729-Associated Construction Co.

On February 10, I prepared a petition at the request of the Associated Construction Company asking for an extension of time for the completion of this work until June 15, 1934.

I made a personal trip to the site of these bridges and I found that it was physically impossible for these contractors to haul any sand and gravel in as a result of heavy rain storms during the months of November and December, 1933, and further that the Wolf Creek Highway grade by reason of these heavy rains was practically impassable. The timber for these bridges was very heavy and the McCormick Lumber Company had considerable difficulty in delivering the same because of the narrow road out of Elsie and also on account of the unrocked Wolf Creek grade. I am quite sure your resident engineer will verify all these facts.

I can't imagine what has become of that petition because Mr. Haggblom turned it over as I understand to the resident engineer in February. I would suggest that you write the engineer and if he does not have it, then advise me and we will have a duplicate made. At that time we gave our consent to the extension of time asked for.

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

CDP:DC

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. USPW NRH 181-B

April 12, 1934

RECEIVED
APR 13 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Nat'l
Rec—

Hwy. 14115

Form P. R. 2
State Oregon
U. S. Public Works Project No. NRH 181, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 20th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, seven hundred ninety-six and 97 dollars ($,796.97) as the share of the United States payable under said act on account of Section B of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

[illegible] Two bridges over Humbug Creek, between survey stations 376+76 and 377+35, and stations 434+24 and 435+02, in Sections 26 and 25, respectively, T. 5 N., R. 8 W., W.M.,

, length 0.026 of a mile~~s~~, in Clatsop County, being Section B of Oregon U. S. Public Works project No. NRH 161, consisting of [illegible] 2 bridges, each of more than 20 feet clear span, 0.026 of a mile in length, known locally as the Humbug Mountain - Ranger Station section of the Wolf Creek Highway, between official control points "A point on the Federal Aid road at Portland," and "A point on the Federal Aid Road at Necanicum."

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of eight thousand, seven hundred ninety-six and 97/100 dollars ($ 8,796.97), certified to the Secretary of the Treasury as above mentioned, which d[illegible]

[illegible]

[illegible] is [illegible] the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[illegible]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2d day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~(Secretary of Agriculture)~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

#1518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 181, Sec. B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 8,796.97 as the total estimated cost of said project, and the sum of $ 8,796.97 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 2d day of April one thousand nine hundred and thirty-four.

Secretary of Agriculture

~~Secretary of Agriculture.~~

By P St J Wilson
Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1518

781-B

April 6, 1934.

Fidelity & Deposit Company of Maryland
c/o Clarence D. Porter
Failing Building
Portland, Oregon

Gentlemen:

This is to advise that we are today mailing warrant in the amount of $763.55 to the Associated Construction Company of Portland to cover Estimate No. 3 on their contract No. 1518 for bridge construction over Humbug Creek on the Wolf Creek Highway, Clatsop County.

Yours very truly
STATE HIGHWAY COMMISSION

By

JM:MC

Secretary

#1518

181-B

March 15, 1934

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that the warrant in amount $2,908.94 covering payment of estimate No. 2 on contract No. 1518 - Bridge over Humbug Creek near Elsie on the Wolf Creek Highway, is being mailed to the contractors, Associated Construction Company.

Very truly yours,

Secretary.

Dict. by J. McFarland.

781-B

FIDELITY AND DEPOSIT COMPANY
PORTLAND

November 18, 1933

Clarence D. Porter, Manager
Fidelity & Deposit Company of Maryland
Failing Building
Portland, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of November 17th requesting that you be advised whenever any estimates are paid from this office to the Associated Construction Company in connection with their contract No. 1518 which was awarded to them for bridge construction over Humbug Creek on the Wolf Creek Highway in Clatsop County.

We shall endeavor to comply with your request but trust that you will pardon us in the event that we should happen to overlook it. Sending notices of this kind is not in our regular routine and there is a possibility that the auditing office, in its rush of mailing warrants, will not remember to send you notice.

In checking over this job I find that no payments have been made to the Associated Construction Company on this job to date. Estimates in connection with this contract are made up on the 10th of each month and the warrants are usually mailed to the contractor about two weeks thereafter. The first estimate will be made up on December 10th, 1933.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBC:MC

11/20

Jim
Note any bond to [illegible]
& note-

NOTED
NOV 20 1933
CARL F. SMITH
AUDITOR

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. B. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

NOVEMBER SEVENTEENTH,
1933.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H.B.Glaisyer.

Gentlemen: RE: Associated Construction Company.

I would appreciate your making a memorandum on your file concerning the contract for the construction of bridges #1831 and 1832 of the Wolf Creek Highway in Clatsop County that whenever any estimates are allowed that this office be advised of the issuance of such check in payment of the estimate.

Thanking you in advance, I am

Very truly yours,

Clarence D Porter

Clarence D. Porter,
Manager.

CDP:DC

[illegible]

RECEIVED
NOV 18 1933
OREGON
STATE HIGHWAY [illegible]

October 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for the Humbug Mountain-Ranger Station Section, Project No. NRH-101-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-181-B

HUMBUG CREEK BRIDGES OF THE
HUMBUG MOUNTAIN-RANGER STATION SECTION
OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 20, 1933

Bridge No. 1831 (Sta. 377+95)

65	cu. yds.	Excavation	$ 2.75	$ 178.75
25	" "	Class "B" Concrete	16.00	400.00
40	" "	Class "D" Concrete	19.00	760.00
9,500	lbs.	Metal Reinforcement	0.05	475.00
12	M-FBM	Treated Lumber	75.00	900.00
120	lin. ft.	Composite Handrail	2.75	330.00
All Required		Remove Temporary Bridge & Maint. Traffic		175.00
				$3,218.75

Bridge No. 1832 (Sta. A34+60)

130	cu. yds.	Excavation	$ 2.75	$ 357.50
25	" "	Class "B" Concrete	16.00	400.00
53	cu. yds.	Class "D" Concrete	19.00	1,007.00
11,700	lbs.	Metal Reinforcement	0.05	585.00
24	M-FBM	Treated Lumber	75.00	1,800.00
156	lin. ft.	Composite Handrail	2.75	429.00
All Required		Remove Temporary Bridge & Maint. Traffic		200.00
				$4,778.50

Sub-total	$7,997.25
10% Engr. & Cont.	799.72
Total	$8,796.97

Length of two bridges 0.026 Mile

National Recovery Highway Funds Requested $8,796.97

Oregon State Highway Department

National Recovery Highway Project No. NRM-181-B

HUMBUG CREEK BRIDGES ON THE
HUMBUG MOUNTAIN-RANGER STATION SECTION OF
THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 18, 1933

Bridge No. 1831 (Sta. 377+05)

65	cu. yds.	Excavation	$3.00	$ 195.00
25	" "	Class "B" Excavation	17.00	425.00
40	" "	Class "D" "	18.00	720.00
9,500	lbs.	Metal Reinforcement	0.05	475.00
12	M-FBM	Treated Lumber	75.00	900.00
120	lin. ft.	Composite Handrail	3.00	360.00
All Required		Remove Temporary Bridge		200.00
				$3,275.00

Bridge No. 1832 (Sta. 434+69)

130	cu. yds.	Excavation	$3.00	$ 390.00
25	cu. yds.	Class "B" Concrete	17.00	425.00
53	" "	" "D" "	18.00	954.00
11,700	lbs.	Metal Reinforcement	0.05	585.00
24	M-FBM	Treated Lumber	75.00	1,800.00
156	lin. ft.	Composite Handrail	3.00	468.00
All Required		Removal of Temporary Bridge and Maintain Traffic		200.00
				$4,822.00

Sub-total	$8,097.00
10% Engr. & Cont.	809.70
Total	$8,906.70

Length of two bridges 0.026 miles

National Recovery Highway Funds Requested $8,906.70

#1420

181-B

October 17, 1928

The Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway contract No. 1420 for the construction of the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County has been completed by the contractors, La Dee Logging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 27, 1928.

The State has not been advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $150,818.80 including the final payment. Of this amount $107.41 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 16, 1933

RECEIVED
OCT 24 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

DearSir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 181-B, Humbug Mt.-Ranger Station section of Wolf Creek Highway, bridges, to the Associated Construction Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

181-B

October 15, 1933

Memorandum to Mr. Baldock:

Some question arose, as you doubtless recall, in reference to awarding the contract for the Humbug Creek bridges to the Associated Construction Company and the award was referred to the engineer with power to act. This matter has now been straightened up with Mr. A. G. Johnson, Executive Secretary for the United States Employment Service, and the contracts have been sent out for signature.

This matter should be brought to the attention of the Commission at its next meeting and the award confirmed.

C. B. McCullough

CBMcC:HI

cc H. B. Glaisyer

#1420

181-B

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oct. 6, 1933.

Secretary of State,
Salem, Oregon.

Dear Sir:

RE: Contract #1420, Humbug Mountain - Ranger Station Section of the Wolf Creek Highway, Clatsop County, La Dee Logging Company.

Will you please advise us the percentage of work finished at this time and the date you expect completion; also the total amount of liens, if any, filed against the job. We would appreciate your advising us immediately after the date of acceptance by your department.

Yours very truly,

SHELL OIL COMPANY

FJH:NEZ

A. C. GUSKE
Division Credit Manager

Sept. 15, 1933
Oct. 4, 1933

SECRETARY OF STATE
RECEIVED
OCT 9 - 1933
HAL E. HOSS

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
OCT [illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-181-B Humbug Mountain-Ranger Station Section of Wolfe Creek Highway, was made by a representative of this office on September 30, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

J Caufield

By L. J. Caufield
Highway Engineer

181-B

Sept. 15, 1933

Mr. George A. Mercer, Adjuster
Aetna Life Insurance Company
Yeon Building
Portland, Oregon

Attention: Carl V. Mautz

Dear Sir:

Responding to your request of September 14th am pleased to advise that the LaDee Logging Company contract for the grading of the Humbug Mountain-Ranger's Station Section was 95% complete on August 15, 1933. We have paid the contractor $132,224.19 and our retained percentage is $11,719.50.

No claims have been filed in this office against this job.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

#1420

Paid to Aug, 15th - $132,224.19 -

Retained - $11,719.50 -

Contract was 95% complete on Aug, 15, 1933 -

Date of completion is Sept, 15, 1933 -

Are there any claims? HBG

[illegible]

NT
MPANY
Y COMPANY
OMPANY
r.

PORTLAND, ORE.,

Sept. 14, 1933

Attention: H. B. Glaisyer, Secretary

Re: Contract No. 1420
LaDee Logging Company - Humbug Mountain
Ranger's Section.

Dear Sir:

Please advise us as to the present status of this contract with particular reference as to the amount of work completed, the amounts paid the contractor and the outstanding claims if any, which have been filed.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

RECEIVED
SEP 15 1933
OREGON
STATE HIGHWAY COMMISSION

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

Sept. 14, 1933

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Contract No. 1420
LaDee Logging Company - Humbug Mountain
Ranger's Section.

Dear Sir:

Please advise us as to the present status of this contract with particular reference as to the amount of work completed, the amounts paid the contractor and the outstanding claims if any, which have been filed.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

RECEIVED
SEP 15 1933
OREGON
STATE HIGHWAY COMMISSION

Form 338—4M—8-33.

[illegible]ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Sept 16th, 1933

Section Humbug Mt. - [illegible] Sta.

Highway [illegible] Creek

Contractor [illegible] Logging Co

Date of contract Nov. 2, 1932

Date work started Nov. 7th, 1932

Amount of contract $15[illegible].00

Kind of work Grading

Section prefix 4PR E-181-C

Contract number 1420

Date of completion May 31st, 1933

Estimated date of completion Sept 15th, 1933

Per cent of time elapsed 100%

NOTED
H. G. SMITH

Estimated cost of completed project, exclusive of engineering $151,021.37

Per cent of contract completed, based on total contract price 100%

Engineering costs to date, $5746.54, 3.[illegible]%

Date project was completed Sept 15th, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the falling of snags the 13th.

The Contractor did not finish the burning of one pile of roots and logs nor the clean up of his two camps as yet.

Fred H. Slate is going to occupy his camp during the construction of the North Fork - Humbug Mt.

I recommend that 300.00 be retained from the final estimate until the Contractors logs and final clearing is completed.

[illegible]
Res. Engr.

RECEIVED
SEP 19 1933
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
SEP 19 1933
DIV. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.850				
Miles partially completed	—				
Miles completed	[illegible]				
Total estimated quantities	212351				
Estimated quantities moved or placed to date	212351				
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	1				
Hours per shift	[illegible]				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	[illegible] COUNTY	[illegible] COUNTY	[illegible] COUNTY	COUNTY	OTHER SOURCES		
Men	1	1	2				4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	[illegible]		
Friday	[illegible]		
Saturday	[illegible]		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

August 4, 1933

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the voucher for Oregon E.C.H.P. No. E-181-B, covering the period from June 16, 1933, to July 15, 1933.

Your attention is called to the error in the date the project agreement was executed. Your voucher shows February 3, 1933, while the correct date is May 23, 1933.

An error has been made in the extension for excavation, single classification. Your extension is $45,300.00. The correct extension is $45,300.40. As this error reduced the amount which could have been claimed, payment is being recommended in the amount submitted, $43,575.50.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

501

RECEIVED
AUG 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

161-B

July 26, 1933

George A. Mercer, Adjuster
The Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon

Dear Sir:

Attention Mr. Carl V. Mautz

Reply is made to your letter of July 22 regarding the status of the LaDee Logging Company's contract for the construction of the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County, State Highway Contract No. 1420.

Our records show we have paid to the contractor the sum of $45,668.46 and that our retain percentage is $1[illegible],719.50. Estimate No. 8 for work performed up to July 15, 1933, is now in process of payment and is in the amount of $39,915.54. This estimate is not included in the above figures.

On July 15 the contract was sixty-four percent complete. The best information available indicates that the value of the work to be completed is $55,076.60; and the completion date specified in the contract is September 15, 1933.

Our records show that no claims have been filed against this project.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

#1420
Clatsop
Co

. G.

Total paid to date is $45,668.46 - Retained is $11,719.50 -
Est. #8 for work performed to July 15th $39,915.54 is going to the Commission tomorrow. This is not included in the amount paid to date.

This contract was 64% complete on July 15th.
Qunatity s ummary sheets shows $55,076.60 to complete.
Completion date is Sept, 15, 1933

PANY
COMPANY
MPANY

PORTLAND, ORE.,
July 22, 1933

Attention: H. B. Glaisyer, Secretary

Re: 1420 LaDee Logging Company - Wolf Creek Highway in Clatsop County

Dear Sir:

Will you please advise us as to the present status of this contract and whether any claims have been filed against same.

Yours very truly,

George A. Mercer, Adjuster

By Carl V. Mautz

CVM V

RECEIVED
JUL 24 1933
OREGON
STATE HIGHWAY COMMISSION

#1420
Clatsop
Cr

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,
July 22, 1933

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: 1420 LaDee Logging Company - Wolf
Creek Highway in Clatsop County

Dear Sir:

Will you please advise us as to the present status of this contract and whether any claims have been filed against same.

Yours very truly,

George A. Mercer, Adjuster
By Carl V. Mautz

CVM V

RECEIVED
JUL 24 1933
OREGON

781-B

July 24, 1933

Mr. Arthur W. Jones
U. S. Employment Service
192 First Street
Portland, Oregon

Dear Sir:

With further reference to your letter of July 14th, in regard to employment conditions on the Humbug Mountain-Ranger Station grading project, near Jewell, we are enclosing herewith a copy of a letter from the resident engineer in regard to that matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc E. G. Smith

181-B

Jewell, July 18th 1933

Wm E. Chandler, Division Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In accordance with the request contained in Mr. Probert's letter of July 15th concerning the report of a straight 10-hour day on the McNutt Bros. work on the Humbug Mt. - Ranger Station job, I have made a careful check and can report that outside of foremen and supts., no man is working more than 30 hours per week. In fact, there is some dissatisfaction among the truck drivers because they have not always been able to get in their 30 hours per week.

I would also like to state that there are a few more foremen employed on this job than is usual, because the work is scattered out in a number of smaller units covering the entire section and also because the Contractor is using more pieces of heavy equipment than is usual.

My daily observation and conversations with the several foremen and laborers assures me that the contractor is not violating the labor provisions of his contract.

Very truly yours
Carl A. Peterson
Res. E[illegible]

CC to Mr. S.H. Probert.

~~[illegible]~~
181-13

July 13, 1933

Mr. Carl Peterson
Highway Resident Engineer
Jewell, Oregon

Dear Sir:

We are sending to you herewith a letter today received from Arthur W. Jones, Special Agent for the U. S. Employment Service in Portland, in which letter Mr. Jones states that he has been informed that Earl McNutt is working some of his men a straight ten-hour day.

Please investigate this matter and advise as to whether any such condition obtains in connection with the work being performed by McNutt on the Humbug Mountain-Ranger Station Section.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc L. Chandler
cc C. Smith

July 15, 1933

Mr. Arthur W. Jones
U. S. Employment Service
192 First Street
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 14th, stating that it has been called to your attention that Earl McNutt, or McNutt Brothers, are working a group of Multnomah County men a straight ten-hour day on work in the vicinity of Jewell.

If the work to which you refer is work with which we are in any way concerned, it must be work under the LaDee Logging Company contract for the grading of the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway. We have no knowledge of any such condition as you mention obtaining on that project, and the sworn copies of payrolls which the contractor has filed with us show no men, except foremen, timekeepers and superintendents working more than thirty hours per week, and very few are working more than five hours on any one day.

The working of men ten hours per day would be neither a violation of the provisions of our contract nor a violation of the state law, provided the total number of hours worked per week did not exceed thirty, and provided time over eight hours per day were paid for as overtime at double the regular hourly rate.

In order to ascertain exactly what the condition is, we are asking our resident engineer to investigate the matter thoroughly and report back. When we hear from him, we will advise you further.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER
cc W. E. Chandler
cc R. G. Smith
cc Carl Peterson

EMP. 1

DEPARTMENT OF LABOR
U. S. EMPLOYMENT SERVICE

IN ANSWERING REFER TO
No.

Portland, Oregon.
July 14, 1933.

Mr. S. H. Probert,
Office Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

It has been called to our attention that a contracting firm Earl McNutt or McNutt Bros., of Eugene, Oregon are operating at or near Jewell, Oregon.

It is also stated that they are working a quota of Multnomah County men, and working them a straight ten-hour day. Can there be any truth in this story? If so, will you please inform us.

Sincerely Yours,
Arthur W Jones
Arthur W. Jones,
Special Agent,
U. S. Employment Service,
192-1st Street.

AWJ/AL.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. E.181-B

June 7, 1933

RECEIVED
JUN [illegible] - 1933
OREGON
STATE HIGHWAY [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer.

Encl.

Hyp. 14115

Form P. R. 2
State Oregon
Project No. E-181, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of May, 1933

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 29th day of October, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand, three hundred thirty-nine and 19/100

dollars ($50,339.19) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated (Include amount, date, and citation of by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part act of legislature by which authorized) thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 266+50 in the S. ½ of Sec. 21, T. 5 N., R. 8 W., W.M., and survey station 470+00 in the S.E.¼ of Sec. 25, T. 5 N., R. 8 W., W.M., (excepting therefrom bridges between survey stations 376+95 and 377+35, and 434+25 and 435+01), length 3.832 miles, in Clatsop County, being Section B of Oregon Federal Aid project No. E-181, consisting of 3.832 miles of roadway and no bridges, of more than 20 feet clear span, known locally as the Humbug Mountain - Ranger Station section of Wolf Creek Highway, between official control points "a point on the Federal aid road at Portland," and "a point on the Federal aid road at Necanicum."

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that the new structures between survey stations 376+95 and 377+35, and 434+25 and 435+01, respectively, not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structures, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of fifty thousand, three hundred thirty-nine and 19/100 dollars ($50,339.19), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-seven thousand, seven hundred ninety-seven and 30/100 dollars ($167,797.30), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [illegible] 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 23rd day of May, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By J C Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-181-B State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 167,292.30 as the total estimated cost of said project, and the sum of $ 50,339.19 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 23rd day of May one thousand nine hundred and thirty-three.

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

FORM 9 A-1 7620 5M 3-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

17 E 13

OREGON STATE HIGHWAY COMMISSION

SALEM

June 3, 1933

IN REPLY PLEASE
REFER TO FILE NO.

La Dee Logging Company,
408 Alisky Bldg.,
Portland, Ore.

Attention - Mr. Christensen

Gentlemen:

Your letter of June 2, to Mr. Leslie M. Scott relative to "clearing and burning permits" has been referred to this office.

Your letter to Mr. Scott stated that you had been advised by the Highway Commission that these permits must be secured from his office. Our letter of June 1st, plainly states that clearing permits can only be issued by the State Forester at Salem and that burning permits may be obtained from local or resident fire wardens in the vicinity of the work.

We have in this instance requested the State Forester to send you blank form requesting clearing permit.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓

HARRIS, SMITH & BRYSON
ATTORNEYS AND COUNSELORS AT LAW
201-6 MINER BUILDING
EUGENE, OREGON

May 27, 1933. 181-B

LaDee Logging Company,
403 Aliska Building,
Portland, Oregon.

Re: Wolf Creek Highway-Clatsop
County, Contract No. 1420.

Gentlemen:

I have your letter of May 26, 1933 enclosing Assignment of Claim to The First National Bank of Eugene.

I assume that it is an original duplicate and that the other counterpart has been mailed to the State Highway Commission.

I am sending a copy of this letter to Mr. Carl V. Mautz, attorney for the Aetna Casualty & Surety Company and a copy tothe State Highway Commission.

I shall deliver to The First National Bank of Eugene the duplicate which you sent to me.

Very truly yours,

Lawrence T. Harris

LTH:MB

FORM 9-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-13

April 18, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Carl Peterson,
Resident Engineer,
Jewell, Ore.

Dear Sir:

The LaDee Logging Company is authorized to drag the limbed tree trunks back on to the adjacent property and leave them for use or sale by the property owners. They should be left in a manner which will not be unsightly when viewed from the highway and cause no complaint of a fire hazard.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/M

NOTED
Highway Engineer

CC to
R.H. Baldock ✓
Wm. E. Chandler

1-1-B

April 14, 1938

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Just had a call from Mr. Christenson of the LaDee Logging Company, regarding the matter of the disposal of the timber on the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway.

Mr. Christenson advises that the timber owners have never received a fair settlement from the county and are anxious to save the large yellow fir over a distance of about a mile now standing on the right of way. Mr. Christensen requests permission to fell these trees and to pull them off the right of way onto the owner's property. In response to my inquiry, he stated that he would pull them back far enough from the right of way line so they would not be visible from the highway.

I would suggest that you contact the timber company and see if that is their desire. Wish you would discuss this matter with me further so that after reaching a conclusion you can advise Christenson. I have made a practice to carry on all my negotiations through you and, notwithstanding I get many phone calls, I refuse to give offhand decisions and instructions without your knowledge.

Very truly yours

State Highway Engineer

RHB:HI

P. S. "Fell" is correct. We looked it up in the dictionary.

APRIL
Fourth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are enclosing herewith six copies of revised estimate as basis for project agreement for the Humbug Mountain-Ranger Station, Project No. E-181-B.

Five copies of the price agreement to cover the item of "24-inch Asphalt-Coated Extra Strength Corr. Iron Pipe," which item has been included in the agreement estimate, is likewise enclosed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Project No. E-181-B

HUMBUG MOUNTAIN-RANGER STATION SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on contract prices)

Salem, Oregon, April 3, 1933

All Required		Clearing and Grubbing		$ 43,400.00
224,000	cu. yds.	Excavation, Single Classif.	$0.40	89,600.00
274,000	yd. sta.	Overhaul	0.02	5,480.00
52,000	yd. mi.	Truck Haul	0.15	7,800.00
1,800	lin. ft.	18" Asphalt-Coated Corr. Iron Pipe	2.50	4,500.00
100	lin. ft.	24" Asphalt-Coated Corr. Iron Pipe	4.00	400.00
290	lin. ft.	24" Asphalt-Coated Extra Strength Corr. Iron Pipe	4.70	1,363.00
			Sub-total	$152,543.00
			10% Engr. & Cont.	15,254.30
			Total..............	$167,797.30

Length of Roadway	3.832 miles
Length of Two Bridges	.022 miles
Total length	3.854 miles

Cost per mile $43,538.47

Regular Federal Aid Funds Requested	$ 50,339.19 (30%)
Emergency Constr. Hwy. Funds Requested	117,458.11
	$167,797.30

State Funds for Construction: Chapter 173, Laws 1917; Chapter 31, Laws 1920.
State Funds for Maintenance: Chapter 41, Laws 1927.

FORM 2-A-1 6767 10M 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-B

OREGON STATE HIGHWAY COMMISSION

SALEM

March 22, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the request for extension of time on the Humbug Mountain-Ranger Station Section, I beg to advise that the contractors have been unable to do any grading work as yet. In fact the snow is scarcely gone and I would anticipate that very little grading will be accomplished before the first of May.

It will take 100 days to grade the job therefore I would recommend that an extension of time be made until August 15th.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

NOTED
State Highway Engineer

FORM 5-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-13

OREGON STATE HIGHWAY COMMISSION

SALEM

January 28, 1933.

IN REPLY PLEASE REFER TO FILE NO.

La Dee Logging Company,
Alisky Building,
Portland, Ore.

Gentlemen:

Permission is hereby given to temporarily close down construction operations on the Humbug Mountain-Ranger Station Section for the duration of the snow.

I would earnestly urge you to resume operations as soon as possible as you know the time on this job is very limited and cannot be extended on account of the expiration of the Federal Funds, so that any shut down at the present time means that additional equipment must be placed to complete on time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R.H. Baldock ✓

FORM 9-A-1 6798 7950 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181B.

OREGON STATE HIGHWAY COMMISSION
SALEM

January 24, 1933.

IN REPLY PLEASE REFER TO FILE NO.

La Dee Logging Company,
403 Alisky Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

We are enclosing five copies of Price Agreement covering the extra cost of 12 gauge 24" culvert pipe which is to be substituted for the 3' x 3' box culvert on your Humbug Mountain-Ranger Station Section on the Wolf Creek Highway.

Will you please sign and return all five copies to this office. A copy will be furnished you after having been approved by Mr. Baldock.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
Wm. E. Chandler
Carl A. Peterson

FORM 5-A-1 6786 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-B

January 19, 1933.

IN REPLY PLEASE REFER TO FILE NO.

La Dee Logging Company,
408 Alisky Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

This letter is your authority to purchase the 24 inch 12 gauge corrugated iron pipe with 14 gauge bands to be substituted for the 3' x 3' box culverts at stations 281 and 333 + 70 on the Humbug Mt.-Ranger Station Section of the Wolf Creek Highway.

The pipe to be paid for at your bid price for this size of pipe plus an allowance to cover the difference in cost for the heavier gauge. A price agreement will be made up and submitted for signature.

The length of pipe required, if you do not have it, can be obtained from Mr. Peterson, Resident Engineer on the project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
Wm. E. Chandler
Carl F. Peterson

181-B

OREGON STATE HIGHWAY COMMISSION

January 18, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN 19 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Receipt is acknowledged of vouchers for Oregon Emergency Construction Highway Projects Nos. E-181-A (Necanicum-North Fork section of Wolf Creek Highway) and E-181-B (Humbug Mt.-Ranger Station section of Wolf Creek Highway) in the amounts of $10,377.70 and $8,680.00.

There has been some talk and newspaper comment to the effect that work on these projects may be discontinued. It will accordingly be appreciated if you will advise us concerning the present status of the two contracts involved in the above mentioned vouchers, which will be held here pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

1/25/33
Commission approved continuing these projects
write Lynch to that effect
(see file 181-a)

Carl F. Peterson

FORM 5-A-1 6780 7500 12-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-B

OREGON STATE HIGHWAY COMMISSION

SALEM

January 18, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

La Dee Logging Company,
403 Alisky Bldg.,
Portland, Ore.

Dear Sir:

NOTED
Highway Engineer

Your letter of January 16th with reference to placing logs on land owners property from right of way has been received.

If our letter of January 10th had ended with the second paragraph there would probably have been an inference that logs which had been limbed, trimmed and topped could have been piled on property adjacent to the right of way for disposal by the owner of the said property. However, this inference is corrected by the next two paragraphs. It has been our experience that in very few instances have logs which have been piled ever been used, and it has been necessary for us to spend a large amount of money in disposing of these logs at a later date. For this reason we must insist that the logs be disposed of as specified in the contract.

If you have assurance of the owners and give us assurance that these logs will be on their way to the mill or satisfactorily disposed of by July 1, 1933 as per contract, you may pile the merchantable logs upon the adjacent property. We will insist that the logs are disposed of or are on their way to the mill by that date and in case they are not the payment of the final estimate will be held up until they are satisfactorily disposed of.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by
Chas. E. Low

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock
Wm. E. Chandler
Carl F. Petersen

FORM S-A-1 2000 5M 9-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-B

OREGON STATE HIGHWAY COMMISSION

SALEM

January 12, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. W. H. Lynch,~~
~~District Engineer,~~
~~Bureau of Public Roads,~~
~~Portland, Ore.~~

Dear Sir:

We are attaching a copy of a letter from the La Dee Logging Company in explanation of a rate of 50¢ per hour paid to Tom Davidson and Floyd Hess who were classed as carpenters and six men classified as fallers.

From their explanation it is our opinion that these men were realy performing work of unskilled laborers and should not have been classified as carpenters and fallers, and are so advising the La Dee Logging Company.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED

Dictated by
Chas. E. Low

CC to
R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 12, 1933.

IN REPLY PLEASE REFER TO FILE NO.

La Dee Logging Company,
Elsie, Oregon.

Attention - Mr. J. A. Ramage

Gentlemen:

Your letter of January 10th in explanation of the rate of Sam Davidson and Floyd Hess and the six fallers has been received.

From your explanation we are of the opinion that these men should have been classed as unskilled laborers.

Men who are actually performing skilled labor should be so classified and paid at least the minimum rate of 60¢ per hour. For men who are not performing skilled labor care should be taken in classifying them so that there will not be any question or doubt in the minds of those who are checking the payroll as to the proper rate which they should be paid.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lew

CC to

R. H. Baldock ✓
W. H. Lynch

FORM 6-A-1 6900 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-B

OREGON STATE HIGHWAY COMMISSION

SALEM

January 11, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

A study has been made of the culvert installation at Station 291 and 335+70 on the Humbug Mtn.-Ranger Station Section of the Wolf Creek Highway, with a view of substituting 24" - 12 gauge corrugated iron pipe for the 5' x 5' box culverts, specified on the profile.

While the location plans for the Wolf Creek line were being worked up it was decided that concrete box culverts would be safer in fills over 20 ft. in height and for structural reasons the minimum size was fixed at 5' x 5', but since our culvert investigation has progressed further, it is realized that this is a very expensive installation where the drainage area does not require 5' x 5' boxes. At Station 291 the drainage area is only 40 acres with a 35% slope, which would give a very quick runoff. At Station 354+47 the drainage area is approximately 20 acres with a 35% slope.

Further reason for the change is the extreme difficulty in getting in material and installing a concrete box culvert under present weather conditions, as it is impossible to haul material to these sites at the present time; and if the installation is delayed until Spring we greatly fear that it will delay the grading operations. We have very little time to complete this section as practically no grading has been accomplished during the winter months and very little can be done before March, so that when the weather does really clear up it is imperative to push the grading operations at full speed without delays whatsoever.

Owing to the topography of these sites it is possible to lay these culverts in a full trench so that the pressure on the pipes can be relieved to a great extent and ample protection against crushing given. They have been placed at 24" in size in order that a 21" pipe can be threaded through them when they rust and after that an 18" pipe as it is considered that an 18" pipe will carry the drainage.

The above change [illegible] installation is considered advisable by this office and your approval is [illegible].

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock

HGS/H

FORM 5-A-1 [illegible] 5M [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-B

January 10, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

~~La Dee Logging Company,~~
~~403 Alisky Bldg.,~~
~~Portland, Ore.~~

Gentlemen:

I have not received your answer to my letter of December 29th, in which I stated that we would endeavor to secure permission ~~to secure permission~~ to substitute 24" corrugated pipes in lieu of 5" x 5" box culverts on the Humbug Mtn.-Ranger Station Section if agreeable to you.

This substitution would be at your bid price for 24" corrugated culverts but allowances would be made for the heavier gauge material which we would desire.

I was awaiting your approval for this installation before taking it up with the Bureau and would appreciate your immediate reply.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith
Construction Engineer,

HGS/H

CC to
R. H. Baldock ✓

FORM 5-A-1 8863 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

181-B

January 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

La Dee Logging Company,
405 Alisky Bldg.,
Portland, Ore.

Attention - Mr. C.M.Christenson.

Gentlemen:

It will b e impossible to grant your request that logs from the right of way be left on the property of the estate of John H. Smith and J. H. Waterhouse.

Your contract calls for the clearing and disposal of this timber and your bid price was presumed to cover the same, therefore it will not be satisfactory for these logs to be dragged on to the adjacent property without limbing or trimming.

This manner of disposal have been tried in the past with the result that eventually the State Highway Department had to spend thousands of dollars for clearing up the refuse. In all the jobs throughout the forests in which the logs were decked there was scarcely an instance in which the logs were made use of.

If these people wish to have these logs they must make arrangements to take them to a mill immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

FORM 5-A-1 5663 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-B

January 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

La Dee Logging Company,
408 Alisky Bldg.,
Portland, Ore.

Gentlemen:

Your payroll for the first half of December shows that Tom Davidson and Floyd Herr were employed as carpenters and paid at the rate of 50 cents per hour. Carpenters are classed as skilled laborers and should be paid no less than the minimum rate of 60¢ per hour.

It is also noted that five fallers were paid at the rate of 60¢ per hour and that 6 fallers were paid at the rate of 50¢ per hour.

From the classification shown on your payroll it is our opinion that all of these men should be paid at the rate of 60¢ per hour. If the six men who were classified as fallers and paid at the rate of 50¢ per hour were not performing the duties of fallers they should have been given a different classification so that there would not be any question as to their rate of pay.

We would like to have an explanation as to the reason for the 50¢ rate. It is requested that the two carpenters and the six fallers if they are so classified be paid the extra 10 ¢ per hour for the time worked during the first half of December and that in the future they be paid the minimum rate for skilled labor.

A supplementary payroll should be submitted for the first half of December covering the pay of these men.

Dictated by
Chas. E. Low

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith
H. G. Smith,
Construction Engineer.

CC to:
R. H. Baldock ✓
W. H. Lynch
Wm. E. Chandler

181-B

January 3, 1933

La Dee Logging Co
Alisky Building
Portland, Oregon

Gentlemen:

Replying to your letter of December 31, wish to say that the voucher covering your last estimate for work performed on the Humbug Mountain-Ranger Section of the Wolf Creek Highway was presented to the Secretary of State on Friday, December 30.

We expect to receive a warrant to cover this voucher from the Secretary of State within the next day or two. Present indications are that the warrant will be in your hands by Thursday or Friday of this week.

Very truly yours

Secretary

HBG:AJ

CTORS
NEFEE, PRESIDENT
C. M. CHRISTENSEN, VICE PRES. AND MGR.
V. D. C. BEACH, SEC. AND TREAS.

PORTLAND OFFICE
1116 PUBLIC SERVICE BUILDING
PHONE, BEACON 6106

LA DEE LOGGING CO.
CAMPS AT ESTACADA AND ASTORIA, OREGON
FIR, CEDAR, LARCH, HEMLOCK AND VENEER LOGS

NOTE
OUR ADDRESS IS
403 ALISKY BLDG.
PHONE BEACON 6106

PORTLAND, OREGON,

December 31, 1932

RECEIVED
JAN 2 - 1933
OREGON
COMMISSION

R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir,

Kindly let us know when e may expect the estimate we have coming to usfrom the State Highway Commission.

Yours truly,

LA DEE LOGGING COMPANY

Sent, Fri. 12/30

FORM 9-A-1 0000 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-B

December 29, 1932.

IN REPLY PLEASE REFER TO FILE NO.

LaDee Logging Company,
408 Alisky Building,
Portland, Ore.

tate Highway Engineer

Attention - Mr. Christensen.

Gentlemen:

I regret that I was unable to immediately answer your letter concerning the 3' x 3' concrete box culverts on the Humbug Mtn.-Ranger Station Section as it was necessary to contact the Bureau of Public Roads regarding the change.

These boxes were designed 3' x 3' x 3' for structural reasons and not for carrying capacity, as we find it is impractical to construct a concrete box less than 3' x 3'. Consequently if pipes were to be substituted we would install those of sufficient size to merely take care of the drainage, and I find that pipes of 24" in diameter would be ample.

When this job was designed we considered that the use of concrete would simplify the installation under high fills, but we realise that they are apt to delay the contracter with his grading operations during the winter months. If is difficult to assemble the material for concrete culverts and have them finished in ample time for satisfactory curing before starting grading operations.

We appreciate the difficulty of working during the winter along the coast and wish to do everything possible to simplify the work for the contractor, therefore we are agreeable to substitute 24" pipes at your bid price plus the actual additional cost for purchasing heavier metal.

Kindly advise immediately if this be satisfactory to you as official approval of the Bureau is necessary before we can make the change.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock ✓

H. G. Smith,
Construction Engineer

FORM 5-A-1 5500 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

181-B

December 17, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

La Dee Logging Company,
1116 Public Service Bldg.,
Portland, Ore.

Attention - C. M. Christensen,
Vice President.

Gentlemen:

Carl Peterson, Resident Engineer on the Humbug Mountain-Ranger Station Section has been advised to furnish you with the proper length of culverts for that job as the culverts shown on the location profile are approximate only and must be checked by actual measurement in the field.

I will make some investigation concerning your request to substitute culverts for the boxes and notify you Monday.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

Carl Peterson

FORM S-A-1 3433 5000 9-32

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

181-B

OREGON STATE HIGHWAY COMMISSION

SALEM

December 6, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Carl A. Petersen,
Resident Engineer,
Jewell, Oregon.

Dear Sir:

In our labor distribution for Emergency Federal Aid projects, it provides that the labor for the Ranger Station-East project be obtained Multnomah County 75%, Columbia County 15% and Clatsop County 10%.

It has become apparent that the class of laborers best suited to clearing and grubbing work are available in Clatsop County and that suitable loggers equipped with the necessary clothes cannot be readily obtained in Multnomah. Therefore it is acceptable to those in charge of the Multnomah Relief Committee that Clatsop and Columbia County labor be used in clearing operations with the understanding that when the grading work is undertaken that the labor distribution be rebalanced by obtaining a larger percentage from Multnomah County.

The La Dee Logging Company are therefore authorised to employ 30% from Clatsop County, 50% from Columbia County and 20 % from Multnomah County, for clearing operations. The 20% from Multnomah is fixed to cover such men as are already on their payroll and subh occasional men as Multnomah finds it necessary to place.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By HGSmith

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock
Wm. E. Chandler

La Dee Logging Co.
Portland, Ore.
Worth W. Caldwell,
Portland, Ore.

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Humbug Mountain-Ranger Station Section, Project No. E-181-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emerg. Constr. Highway
Project No. E-181-B

SADDLE MOUNTAIN-RANGER STATION SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, November 21, 1934.

All Required		Clearing and Grubbing		$43,400.00
224,000	cu. yds.	Excavation, Single Classification	0.40	89,600.00
274,000	yd. sta.	Overhaul	0.02	5,480.00
52,000	yd. mi.	Truck haul	0.15	7,800.00
100	cu. yds.	Class "A" Concrete	40.00	4,000.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
1,800	lin. ft.	18" Asphalt-Coated Corr. Iron Pipe	2.50	4,500.00
100	lin. ft.	24" Asphalt-Coated Corr. Iron Pipe	4.00	400.00
			Sub-total	$156,260.00
			10% Engr. & Cont.	15,626.00
			Total	$171,886.00

Length of Roadway	3.832 miles
Length of 2 Bridges	.022 "
Total length	3.854 "
Cost per mile	$44,855.42

Regular Federal Aid Funds Requested	$ 51,565.80
Emerg. Constr. Highway Funds Requested	120,320.20
	$171,886.00

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

#1420

PR 181B

November 22, 1932

Union Oil Company of California,
Yeon Bldg.,
Portland, Oregon.

Attention: Credit Department.

Gentlemen:

Receipt is acknowledged of your letter of November 16th concerning the LeeDee Logging Company contract.

Please be advised that on November 2nd the above firm were awarded Contract No. 1420 which is known as the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway in Clatsop County. This contract consists of 3.85 miles of grading. Amount of the contract is $156,260.00 and the completion date is May 31, 1933. The bond was furnished by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson who have offices in the Yeon Bldg., Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

November 16, 1932

RECEIVED
NOV 1[illegible] 1932
[illegible] COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: LaDee Logging Company
Portland, Oregon

It is our understanding that the LaDee Logging Company have grading contract on the Wolf Creek cut-off.

Inasmuch as we propose to make charge deliveries on this project, we will thank you to supply us with a complete description of the operation, the name of the bonding company, its agent and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer

District Manager

LH:B

#1420
[illegible]

PR 181B

November 15, 1932

La Dee Logging Company,
1116 Public Service Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of November 14th enclosing copy of minutes of special meeting of November 1st, in which Mr. C. M. Christensen has been given authority to sign for your corporation.

We have also received the four executed copies of your contract No. 1420 - Humbug Mountain-Ranger Station Section of the Wolf Creek Highway. As soon as this contract has been approved by the Highway Commission we will be pleased to return one copy to you.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

AND DIRECTORS
L. B. MENEFEE, PRESIDENT
C. M. CHRISTENSEN, VICE PRES. AND MGR.
V. D. C. BEACH, SEC. AND TREAS.

PORTLAND OFFICE
1116 PUBLIC SERVICE BUILDING
PHONE, BEACON 6106

LA DEE LOGGING CO.

CAMPS AT ESTACADA AND ASTORIA, OREGON

FIR, CEDAR, LARCH, HEMLOCK AND VENEER LOGS

NOTE
OUR ADDRESS IS
403 ALISKY BLDG.
PHONE BEACON 6106

PORTLAND, OREGON.

November 14th, 1932.

RECEIVED
NOV 15 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Attention - H. B. Glaisyer - Secretary:

Dear Sir:

Replying to yours of the 12th, relative to signature on contract No.1420 covering the grading of the Humbug Mountain Ranger Station section of the Wolf Creek Highway. In accordance with your instructions, we are herewith enclosing a copy of the Minutes of the Special Meeting held November 1st, giving Mr. C. M. Christenson the authority to sign for the company.

Under separate cover we are returning the four copies of the above contract. Trusting that this is now in accordance with your wishes, we remain,

Very truly yours,

LA DEE LOGGING COMPANY

BY B. E. Walford
Bookkeeper

BEW:

#1420

PR181-B

November 12, 1932

The Giant Powder Company
833 Pacific Building
Portland, Oregon

Gentlemen:

This is in answer to your inquiry of November 10.

The Aetna Casualty & Surety Co. wrote the bond in connection with State Highway Contract No. 1420 which was awarded to La Dee Logging Co. for the grading of the Humbug Mountain-Ranger Station Section of Wolf Creek Highway. The resident agents for the bonding company are Bates, Lively & Pearson, Yeon Building, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION

Secretary

AJ

ALL QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

THE GIANT POWDER COMPANY
CONSOLIDATED
"Everything for Blasting"

833 Pacific Bldg.,
Portland, Oregon
November 10, 1932.

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY

Oregon State Highway Com.,
Salem, Oregon.

Gentlemen:-

We would deeply appreciate your advising the name of the Bonding Company together with the name and address of the agent, covering the work recently awarded to the **La Dee Logging Co.** Humbug Ranger Station Section of the Wolf Creek Highway.

Please accept our thanks for your courtesies of the above.

Very truly yours,

THE GIANT POWDER CO. CON.

By L. V. Rex

PR181-B

November 3, 1932.

La Dee Logging Company,
403 Alisky Bldg.,
Portland, Oregon.

Gentlemen:

In reply to your telegram of November 3rd, you are advised as follows:

The contract for the grading of the Humbug Mountain-Ranger Station Section of the Wolf Creek Highway will be ready to execute within the next four or five days.

You may start work on the project at once if you desire. It will not be necessary to delay the commencement of the work until the contracts are signed.

Subject to such changes as may be made from time to time, the labor for this project is all to be obtained through the Civic Emergency Committee of Multnomah County. The offices of this committee are at 605 Panama Building, Portland, and the Executive Director is Worth W. Caldwell.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc Worth W. Caldwell,
605 Panama Bldg.,
Portland, Oregon.

cc Arthur W. Jones, Director
Public Employment Bureau,
198 First St.,
Portland, Oregon.

cc W. L. Chandler, Office.

[illegible] STATE STREET
[illegible] 6060
SALEM OREGON

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Cable

Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form 18POD 31

PO PORTLAND ORE 327PM NOV 3 1932

OREGON STATE HIGHWAY COMMISSION

22

ENGINEERS OFFICE R H BALDOCK SALEM ORE

WHEN WILL HUMBUG CONTRACT BE READY TO EXECUTE STOP HOW SOON CAN WE START WORK STOP WHO ARE THE EMPLOYMENT AGENTS IN VARIOUS COUNTIES WE ARE TO SECURE OUR MEN FROM

LA DEE LOGGING CO

328P

S. H. Probert,
Office Engineer.

Dict. by E. F. Saling/HR.

Encl.

November 7, 1932.

La Dee Logging Co.,
403 Alisky Bldg.,
Portland, Oregon.

Gentlemen:

All plans and specifications you requested, except the culvert plans, are enclosed herewith. Four sets of the culvert plans, which are being revised, will be sent to you within a few days.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by E. F. Saling/ER.

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 29, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-181-B, Humbug Mt.-Ranger Station section of the Wolf Creek Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

October 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Humbug Mountain-Ranger Station Section, Emergency Construction Project No. E-181-B. Five bid proposals, five sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. E. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

October 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Humbug Mountain-Ranger Station Section, Emergency Construction Project No. E-181-B. Five bid proposals, five sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Construction Hwy.
Project No. E-181-B.

HUMBUG MOUNTAIN-RANGER STATION SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 27, 1932.

All Required		Clearing and Grubbing		$ 15,000.00
224,000	cu. yds.	Excavation, Single Classification	$ 0.40	89,600.00
274,000	yd. sta.	Overhaul	0.02	5,480.00
52,000	yd. mi.	Truck Haul	0.20	10,400.00
100	cu. yds.	Class "A" Concrete	25.00	2,500.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
1,800	lin. ft.	18" Culvert Pipe	2.50	4,500.00
100	" "	24" " "	3.00	300.00
		Sub-total		$ 128,860.00
		10% Engr. & Cont.		12,886.00
		Total		$ 141,746.00

Length of Roadway	3.832 miles
Length of 2 Bridges	.022 miles
Total length	3.854 miles
Cost per mile	$ 36,990.08

Regular Federal Aid Funds Requested	$ 42,523.80	(30%)
Emergency Constr. Highway Funds Requested	99,222.20	
	$141,746.00	

CONTRACT#1421,
1448, 1651

PR 182-A Flowers Gulch-Long Cr. Sec. 1934

1421-1448-1651 Folder # 2

182aBC

#1651

April 22, 1936

Newport Construction Company
Governor Building
Portland, Oregon

Attention: Robt. Brooks, Secretary

Gentlemen:

We wish to acknowledge and thank you for your letter of April 14, advising that your claim in the sum of $406.42, against Wren & Greenough, in connection with their contract No. 1651, Forest Boundary-Long Creek Section in Grant County, had been settled in full.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:GE

GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
PHONE ATWATER 5900

RECEIVED
APR 15 1936
OREGON
STATE HIGHWAY COMMISSION

April 14, 1936

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Reference is made to our letter of March 23, 1936 to you regarding an unpaid balance on equipment rental due us from Wren & Greenough in connection with their work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.

Payment of the amount, $406.42, has been made today.

Yours very truly,

Newport, Kern & Kibbe,

By Robt Brooke Secy.

Copies to Earl Snell, Secretary of State and
United States Fidelity & Guaranty Co.

REFERRED TO Jm
BY SECRETARY

Acknowledge & thank them for the information
& correct record acc.
HBS – JG

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 16 1936

April 15, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. [illegible] Glaisyer, Secretary

There is enclosed for your information, a copy of a letter from [illegible], [illegible] advising that their notice of claim for $4[illegible] against [illegible] taken from Wren & Greenough has been satisfied.

Yours very truly,

Earl Snell
Secretary of State

[illegible]F.
Enc.

COPY

RECEIVED
APR 16 1936

NEWPORT CONSTRUCTION CO.
Governor Building
Portland, Oregon

April 15, 1936

Earl Snell, Secretary of State,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of March 23, 1936, to you regarding an unpaid balance on equipment rental due us from Wren & Greenough in connection with their work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.

Payment of the amount, [illegible], has been made today.

Yours very truly,

Newport, Kern & Kibbe,

By Ross Brooks, Secy.

Copies to

Oregon State Highway Commission
United States Fidelity & Guaranty Co.

#1651

182 aBe

April 6, 1936

United States Fidelity & Guaranty Company
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Newport, Kern & Kibbe for $406.42, against the firm of Wren & Greenough for equipment rental in connection with their work as contractors with the State Highway Commission on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway , Contract No. 1651.

One copy of this notice is being sent to the contractors, Wren and Greenough, and one to you as surety on their bond.

Very truly yours,

Secretary

HBG:MHL

Encl

cc - Wren & Greenough

April 6, 1936

Hon. Earl Snell
Secretary of State
BUILDING

Dear Mr. Snell:

This acknowledges receipt of your letter of April 5 enclosing three copies of a notice of claim by Newport, Kern & Kibbe, for $406.42, against the firm of Wren & Greenough for equipment rental in connection with their work as contractors with the State Highway Commission on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, Contract No. 1651.

One of these copies will be sent to the contractor and one to the surety on his bond.

Very truly yours,

Secretary

MHL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 4 1936
OREGON
STATE HIGHWAY COMMISSION

April 3, 1936

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Newport, Kern & Kibbe for $406.42 against the bond taken from Wren & Greenough, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, contract No. 1651, which was filed in this office on April 1st.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell

Secretary of State

[illegible]
encl. 3

COPY

RECEIVED
APR 4 1936
OREGON
STATE [illegible]

NEWPORT CONSTRUCTION CO.

General Contractors

Governor Bldg. - Portland, Ore.

Phone Atwater 5900

March 23, 1936

Earl Snell, Secretary of State,
State of Oregon,
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Newport, Kern & Kibbe, has a claim for balance unpaid on equipment rental in the sum of Four hundred and six dollars and forty two cents against the bond taken from Wren & Greenough and the United States Fidelity & Guaranty Company for the work of crushed rock surfacing on the Forest Boundary - Long Creek Section of the Pendleton - John Day Highway. Contract No. 1651.

Yours very truly,

Newport, Kern & Kibbe,

By M. R. Newport

Copies to

Oregon State Highway Commission
United States Fidelity & Guaranty Company

Endorsed: File # 2552
Filed, April 1, 1936
Earl Snell,
Secretary of State.

#1651

182 aBe

April 1, 1936

Newport Construction Co. & Kern & Kibbe
Governor Building
Portland, Oregon

Attention: R. H. Newport

Gentlemen:

This acknowledges receipt of your letter of the 23rd ult., advising of your claim in the amount of $406.42 against Wren & Greenough for services rendered in connection with their contract for the surfacing of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, being State Highway Contract No. 1651.

We are today bringing your letter to the attention of the contractor and the surety on his bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HBG:dp

April 1, 1936

United States Fidelity & Guaranty Co.
1206 Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter today received from the Newport Construction Co. & Kern & Kibbe, advising that they have a claim against Wren & Greenough in the sum of $406.42, rising out of Wren & Greenough's contract with the State Highway Commission for the surfacing of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, being State Highway Contract No. 1651.

This notice is sent to you inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

HBG:dp
CC Wren & Greenough
encl.

M. R. NEWPORT
GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
PHONE ATWATER 5900

A[illegible] 1 1936
[illegible]CON
[illegible]SSION

March 23,I936

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen:

Notice is hereby given that the undersigned, Newport,Kern & Kibbe,has a claim for balance unpaid on equipment rental in the sum of Four hundred and six dollars and forty two cents taken from Wren & Greenough and the United States Fidelity & Guaranty Company for the work of crushed rock surfacing on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.Contract No.I65I.

Yours very truly,

Newport,Kern & Kibbe,

By H.R. Newport

Copies to

Earl Snell,Secretary of State
United States Fidelity & Guaranty Company

182 ABC

#1651

March 20, 1936

Newport Construction Co., &
Kern & Kibbe
Governor Building
Portland, Oregon

Gentlemen:

This is to acknowledge your letter of March 17, advising that you have a claim in the sum of $406.42, for equipment rental, against Wren & Greenough, in connection with their contract No. 1651 and were contemplating filing a claim.

You are advised that the bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company, for whom Mr. G. B. Eckles, who has offices in the Bedell Building in Portland, is resident agent.

This contract was completed on September 10, 1935, and was accepted by the Highway Commission on October 28, 1935.

For your further information, I am enclosing herewith mimeograph copy of Chapter 280, (Oregon Laws, 1931), which will furnish you with the necessary information in regard to the filing of claims against contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Encl.
JM:CE

#1651

182 ABC

March 20, 1936

Newport Construction Co., &
Kern & Kibbe
Governor Building
Portland, Oregon

Gentlemen:

This is to acknowledge your letter of March 17, advising that you have a claim in the sum of $406.42, for equipment rental, against Wren & Greenough, in connection with their contract No. 1651 and were contemplating filing a claim.

You are advised that the bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company, for whom Mr. G. B. Eckles, who has offices in the Bedell Building in Portland, is resident agent.

This contract was completed on September 10, 1935, and was accepted by the Highway Commission on October 28, 1935.

For your further information, I am enclosing herewith mimeograph copy of Chapter 280, (Oregon Laws, 1931), which will furnish you with the necessary information in regard to the filing of claims against contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

Encl.
JM:CE

M. R. NEWPORT
GEN. SUPT.

H. R. NEWPORT
PRESIDENT-TREASURER

ROBT. BROOKE
SECRETARY

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
GOVERNOR BLDG. - PORTLAND, ORE.
PHONE ATWATER 5900

RECEIVED
MAR 18 1936
OREGON
STATE HIGHWAY COMMISSION

March 17, 1936.

H.B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We have an account of $406.42 against Wren & Greenough for unpaid balance of rental on equipment furnished to them on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.

Because we seem to be unable to arouse their interest in this matter we are contemplating filing a claim for the amount with the State Highway Commission and with the surety company furnishing their bond.

Please let us know what the required procedure is and let us have the name of the bonding company and agent for same, and greatly oblige,

Yours very truly,

Newport, Kern & Kibbe,

By Robt. Brooke Secy.

182 a13e

March 19, 1936

Harris & Bryson, Lawyers
201-6 Miner Building
Eugene, Oregon

Attention: Mr. Lawrence T. Harris

Gentlemen:

This is to acknowledge your letter of March 14, which was addressed to the Hon. Earl Snell, Secretary of State, concerning the Wren and Greenough Contract No. 1651, Forest Boundary-Long Creek Section in Grant County.

You are advised that the warrant covering final payment on this contract was mailed to the above contractors on January 28, 1936.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

JM:ce

#1651

1936

3,036.78

HARRIS & BRYSON
LAWYERS
201-6 MINER BUILDING
EUGENE, OREGON

March 14, 1936.

nell,
f State,
Salem, Oregon.

Re: Claim of Fred Pyle against
bond given by Wren and
Greenough on surfacing job
on Section of Pendleton-
John Day Highway in Grant County

Dear Sir:

Under date of September 25, 1935 we addressed to you a letter covering Notice of Fred Pyle of claim against the bond given by Wren & Greenough (United States Fidelity and Guaranty Company Surety) in the sum of $1,695.50.

You answered under date of September 26, 1935.

The bond covered work on the Forest Boundary - Long Creek Section of the Pendleton-John Day Highway in Grant County.

Will you please advise as to whether or not Wrenn & Greenough have been paid in full for the work performed on that contract.

Very truly yours,

HARRIS & BRYSON

By Lawrence T. Harris

LTH:MB

Respectfully referred to State Highway Commission

STATE DEPARTMENT

MAR 16 1936

#1651

E. R. BRYSON
LAWRENCE T. HARRIS

HARRIS & BRYSON
LAWYERS
201-6 MINER BUILDING
EUGENE, OREGON

March 14, 1936.

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Re: Claim of Fred Pyle against bond given by Wren and Greenough on surfacing job on Section of Pendleton-John Day Highway in Grant County

Dear Sir:

Under date of September 25, 1935 we addressed to you a letter covering Notice of Fred Pyle of claim against the bond given by Wren & Greenough (United States Fidelity and Guaranty Company Surety) in the sum of $1,695.50.

You answered under date of September 26, 1935.

The bond covered work on the Forest Boundary - Long Creek Section of the Pendleton-John Day Highway in Grant County.

Will you please advise as to whether or not Wrenn & Greenough have been paid in full for the work performed on that contract.

Very truly yours,

HARRIS & BRYSON

By Lawrence T. Harris

LTH:MB

Respectfully referred to State Highway Commission

STATE DEPARTMENT

MAR 16 1936

#1651

182 ABC

November 30, 1935

Contract
1651

Messrs. Wren & Greenough,
2407 NW 28th Ave.,
Portland, Oregon.

Gentlemen:

Referring to your letter of November 25 inquiring as to why the final estimate in connection with the Long Creek contract has not been paid; wish to advise that such payment is being held up at the request of the surety on the bond furnished by you in connection withthis job.

The only unpaid claim that we have knowledge of against this job is the Fred Pyle claim in the amount of $1,695.00 which is referred to in your letter.

I am returning to you your receipt from the Commercial Tire Company covering their claim in full.

Yours very truly,

Secretary

MBG:D
Encl

The warrant is being held in response to the Sureties request of Oct, 9th.

The only claim we now have on file is Fred Pyle $1,695.50 for rental and repairs to equipment.

The warrant is in the Auditors office.

J. MCF,

#1651

J. E. GREENOUGH

UGH

RS

Address Your Reply to:

2407 - NW 28th Ave.,

1935

Oregon State Highway Department,
Salem, Ore.

Gentlemen:

May we inquire as to the delay in not receiving a remittance for the final estimate on the Long Creek contract. The lien of the Commercial Tire Company has been paid sometime ago and we enclose receipt for your inspection and return. With reference to the Pyle lien we do not consider ourselves liable for his claims, as the damage done was thru the carelessness of his own drivers.

Awaiting your early response, we are

Yours truly,

Wren & Greenough,

By

[illegible] for file

#1651

ED. WREN

J. E. GREENOUGH

WREN & GREENOUGH
GENERAL CONTRACTORS
PORTLAND, OREGON

Nov. 25, 1935

Address Your Reply to:

2407 - NW 28th Ave.,

Oregon State Highway Department,
Salem, Ore.

Gentlemen:

May we inquire as to the delay in not receiving a remittance for the final estimate on the Long Creek contract. The lien of the Commercial Tire Company has been paid sometime ago and we enclose receipt for your inspection and return. With reference to the Pyle lien we do not consider ourselves liable for his claims, as the damage done was thru the carelessness of his own drivers.

Awaiting your early response, we are

Yours truly,

Wren & Greenough,

By

[illegible]
for file

COMMERCIAL TIRE COMPANY
115 N. W. Broadway at Couch
Portland, Oregon

October 11, 1935

Wren & Greenough
State Highway Commission
Old National Ins. Agenty, Inc.

Gentlemen:

This is to acknowledge receipt from Wren and Greenough in the sum of $330.58 as payment in full of our claim against their state job.

Yours very truly

COMMERCIAL TIRE COMPANY

By Jack Fletcher

PAID

COPY

#165

1829 Bc

October 5, 1936

United States Fidelity & Guaranty Company,
G. B, Eckles, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1651 for the construction of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, has been completed by the contractors, Wren & Greenough, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 15, 1936.

The State has been advised of the following claims against this contract: Commercial Tire Company, $464.68 for tires furnished; Fred Guy [illegible]1,695.80 for rental and repairs to equipment.

You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $101,179.42, including the final payment. Of this amount $404.41 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1651

182aBc

September 30, 1935

Hon. Earl Snell
Secretary of State
Building

Dear Sir:

This acknowledges receipt of your letter of the 26th inst., enclosing three copies of a notice of claim by Fred Pyle against Wren & Greenough, principal, and U. S. Fidelity & Guarantee Company, surety, said claim being in the amount of $1695.50 for unpaid balance on rental of, and compensation for damage to, trucks used in connection with their contract with the State Highway Commission for work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County. We are forwarding copy of the notice to the contractors and the surety on their bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

September 30, 1935

U. S. Fidelity & Guarantee Company
G. B. Eckles, Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a notice of claim that has been filed in the office of the Secretary of State by Fred Pyle against Wren and Greenough, highway contractors, it being in the sum of $1695.50 for rental of and damage to trucks used in connection with their contract with the State Highway Commission for work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County.

This notice is being sent you inasmuch as you appear ass surety on the bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

[illegible]

Encl.

cc - Wren & Greenough

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 26, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Fred Pyle for $1695.50 against the bond taken from Wren and Greenough, principal, and U. S. Fidelity & Guarantee Company, surety, for work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, which has been filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:FM
encs. 3

TO THE STATE OF OREGON:

c/o Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

NOTICE IS HEREBY GIVEN: That the undersigned FRED PYLE has a claim for moneys unpaid for services rendered and damaged to Trucks in the total sum of One Thousand Six Hundred Ninety-Five and 50/100 Dollars ($1,695.50) against the bond taken from Wren and Greenough (Wren and Greenough, Principal, and United States Fidelity and Guarantee Company, as Surety upon the bond) for the work of surfacing the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon.

The undersigned Fred Pyle owned Three (3) trucks which were used on the aforesaid job and for the use of these trucks Wren and Greenough were to pay the undersigned a specified compensation and such specified compensation was paid, except the sum of $45.50 which was withheld and has not been paid and is due and payable to the undersigned.

That by reason of the carelessness and negligence of Wren and Greenough one of the Trucks owned by the undersigned was crowded off a grade and damaged and the reasonable expense of repairing said damage was $510.00, plus $70.00 for hauling said Truck to the place where the said truck was to be and was repaired and plus $150.00, the loss of the use of said truck for One Month, making a total of $730.00 on account of said Truck.

That by reason of the negligence and carelessness of Wren and Greenough a blade used by Wren and Greenough on the job collided with one of the trucks of the undersigned and damaged said truck and the reasonable expense of repairing said damage to said truck was $700.00, and in addition to said damage the undersigned was obliged to and did pay $70.00 for transporting said truck to the place where it was necessary to transport it for repairs, and the undersigned suffered a loss of $150.00 on account of loss of time for One Month in the use of said truck, making a total of $920.00 on account of said truck.

That the total amount due on account of the damages aforesaid as to said Two Trucks and the withholding of $45.50 is $1,695.50, which amount is due, owing and payable from Wren and Greenough to the undersigned.

To The State of Oregon
c/o Hon. Earl Snell
Secretary of State,
Salem, Oregon.

Page 2. - Re Fred Pyle Claim

Dated this 25th day of September, 1935.

FRED PYLE

STATE OF OREGON)
) SS
County of Lane)

I, Fred Pyle, being first duly sworn, depose and say: That I am the claimant above named; that the foregoing claim is true, as I verily believe.

FRED PYLE

Subscribed and sworn to before me this 25th day of September, 1935.

MAREE H. BYRON
Notary Public for Oregon
My commission expires: March 20, 1938

(SEAL)

Endorsed: File No. 2485, Filed September 26, 1935, EARL SNELL, Secretary of State

182aBc

#1651

September 17, 1935

Mr. Fred Guy Pyle
892 West Broadway Street
Eugene, Oregon

Dear Sir:

This acknowledges your undated letter advising us of your claim against contractors Wren and Greenough, the same being in the sum of $1695.50 for repairs to two trucks which evidently you rented to Wren and Greenough in connection with their contract with the State Highway Commission for the surfacing of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon.

In connection with this project Wren and Greenough furnished the State of Oregon a surety bond for the protection of claims arising out of the job, which bond we offer to you for the protection of your claim. It was written by the United States Fidelity and Guarantee Company, for whom G. B. Eckles is local manager, with offices in the Bedell Building, Portland.

I would suggest that you present your claim to the bonding company if you do not secure satisfaction from the contractors and would also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

HBG:MBL

September 17, 1936

UNITED STATES FIDELITY AND GUARANTEE COMPANY
G. B. Eckles, Local Manager
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter from Fred Guy Pyle, 892 West Broadway Street, Eugene, Oregon, setting forth his claim for $1695.50 against Wren and Greenough in connection with their contract with the State Highway Commission for the surfacing of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County. This information is given you since our records disclose that you wrote the bond which was furnished by Wren and Greenough in connection with this project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL

Encl.

cc Wren & Greenough
28 & Nicolai Sts., Portland

FRED GUY PYLE
892 WEST BROADWAY STREET
EUGENE, OREGON

RECEIVED
SEP 11 1936

BALDOCK
HIGHWAY ENGINEER
SALEM
35

State Highway Commission
Salem, Ore.

Dear Sirs:

Following is a bill against Wren & Greenough for damage done to my trucks on their job at Long Creek. The two trucks mentioned were wrecked by their equipment. I would like to place a claim against their final estimate on the above mentioned contract.

Repair bill on one truck	$510.00
Repair bill on second truck	700.00
Cost of hauling trucks to Portland	140.00
Lost time amounting to 30 days	300.00
Money withheld on my last check for hauling	45.50
Total	$1695.50

1651

Yours Truly
Fred G. Pyle

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142213C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 16, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Hghwy Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

All work on the Forest Boundary-Long Creek Surfacing Project, Pendleton-John Day Highway, in Grant County was satisfactorily completed by Wren & Greenough on September 10, 1935. The entire cost of the project, including engineering, was $107,762.79 as compared with the project authorization of $108,070.25.

The actual contract items overran approximately 5% for the following reasons:

Slide material overran some 1800 yards due to additional slides occurring on the project after the contract was awarded. Hauling of slide material, however, showed a very material underrun. This was due to the fact that we had intended to use the slide material for rock shoulders, but only a small portion of the material proved suitable for shoulder construction and it was, therefore, disposed of within a short haul limit with the resulting decrease in the estimated quantity.

There was a slight increase in the items of base material and top material, although both were far under a 10% variation. Screenings overran approximately 10%. The estimate was based on the use of approximately 2.7 cubic yards per station, but in actual construction, it was found necessary to use from 3 to 3.5 yards of screenings per station to secure a tight compaction of the keyed materials.

Filler showed an overrun of approximately 60%. The

23544 500 6-35
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 16, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. M. G. Smith
Subject: Forest Boundary-Long Creek
Surfacing Project—completed.
Pendleton-John Day Highway
Grant County.

9-16-35
Page #2

reason for the overrun was the using of rock screenings entirely for filler purposes. These rock screenings contained a high percentage of rock chips and rock dust which were excellently suited for filler materials, but having slight binding qualities, an additional amount was required.

Sprinkling overran approximately 13% due simply to under-estimation of the amount that would be required for proper compaction when preparing the preliminary plans.

Engineering costs on this project were [illegible], which is slightly high for a surfacing job. Our engineering costs are accounted for by the reason that the contractor started operations in the Fall of 1934 and due to extremely bad weather, he was unable to accomplish much work, although an engineering party was necessary on the job. Again, in the Spring of 1935, he started operations early in March and was unable to accomplish any appreciable amount of surfacing until the last of April. These periods, during which time it was necessary to keep an engineering party on the job with small accomplishments by the contractor, raised engineering costs above normal.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:aa

cc R. H. Baldock

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALD
STATE HIGHWAY E
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

182 A B C

September 16, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State "ighway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. W. G. Smith

Dear Sir:

The semi-final estimate on the Forest Boundary-Long Creek Surfacing Project contains the item "stock pass excavation as per price agreement No. 1," covering excavation in the amount of $145.68. This excavation was required for the construction of a stock pass, the entire cost of which is to be paid by Grant County. This cost is, therefore, to be included in the total cost of the stock pass for which construction a sufficient deposit was furnished by Grant County.

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

182 ABC

September 16, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith semifinal estimate on the Forest Boundary-Long Creek Surfacing Project, all work having been completed satisfactorily on the project September 10, 1935.

In support of the semifinal records, there are being forwarded to you by express the following records supporting the estimate:

1. 121 material receipt books
2. 1 book field notes
3. 1 roll stock pile cross-sections
4. 1 roll stock pass cross-sections

Very truly yours,

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

September 6, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of U.S.P.W. Proj. NRH 182-A (1935), Long Creek-Flowers Gulch Section, Pendleton-John Day Highway, Grant County, was made by a representative of this office on August 30, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

182aBc

#165

SEPTEMBER
THIRD
1935

Honorable Earl Snell,
Secretary of State,
Building.

Dear Sir:

This acknowledges receipt of your letter of August 26th, with attached copies of notice of claim which has been filed by Commercial Tire Company against the bond taken from Wren & Greenough in connection with State Highway Contract No. 1651 for work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.

In accordance with our usual practice, we are today sending copies of this notice to the contractor and the surety.

Yours very truly,

Secretary

HBG:ED

SEPTEMBER
3rd
1935

Mr. G. B. Hekles,Agent,
United States Fidelity & Guaranty Company,
Porter Building,
Portland, Oregon.

Dear Sir:

We are attaching a copy of notice of claim which has been filed by Commercial Tire Company against the bond furnished by Wren & Greenough in connection with State Highway Contract No. 1651 covering 17.28 miles of surfacing on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, Grant County.

This claim is in the amount of $464.68 for tires, tubes, etc., furnished the contractors.

This information is given you as you appear as surety on the bond involved.

Yours very truly,

Secretary

HHG:ED
Encl
cc-Wren & Greenough
2407 N.W.28th Ave
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

August 26, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by Commercial Tire Company for $464.68 against the bond taken from Wren & Greenough, principal, and the U. S. Fidelity & Guaranty Co., surety, for work on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway which was filed in this office today.

Please acknowledge receipt of the copies.

Yours very truly,

Earl Snell
Secretary of State

S:Fm
encs. 3

COPY

COMMERCIAL TIRE COMPANY

115 N. W. Broadway at Couch

Portland, Oregon

Telephone BRoadway 1241

August 24, 1935

Secretary of State
Salem
Oregon

Dear Sir;

Notice is hereby given that the undersigned, Commercial Tire Company, has a claim for tires, tubes, etc. in the sum of $464.68 against the bond taken from the U. S. F. & G. in the matter of Wren and Greenough, which bond covers Oregon State Highway Contract #1651 for the surfacing of the Forest-Boundary-Long Creek section of the Pendleton-John Day Highway.

Very truly yours,

COMMERCIAL TIRE COMPANY

By Jack Fletcher

JF:m

Endorsed; File No. 2481
Filed August 26, 1935
EARL SNELL
Secretary of State

Form 238—4M

182956✓

O ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 30 1935, 193

Section Forest Boundary - Long Creek

Kind of work Surfacing

Highway Pendleton - John Day

Section prefix 12-1004

Contractor Wren & Greenough

Contract number 1651

Date of contract October 1 1934, 193

Date of completion August 31 1935, 193

Date work started October 25 1934, 193

Estimated date of completion September 10 1935, 193

Amount of contract $ 97790.00

Per cent of time elapsed 99.5 %

Estimated cost of completed project, exclusive of engineering $ 100670.00

Per cent of contract completed, based on total contract price 98.5 %

Engineering costs to date, $ 5592.00, 5.6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The plant was operated all week crushing maintenance materials and rock for the county, with the exception of Wednesday. That day was spent in removing the cone crusher - which broke down Tuesday nite -, return belt and other fixtures pertaining to said crusher, while waiting word from the County Court regarding additional rock they wished placed on the Ritter road. Thursday, yesterday, that additional rock was produced and the crusher shut down for good, on this job.

Mr Conley says that everything will be torn down so that the remaining section of road - about 700 feet - can be finished next Monday, running two days over the specified date of completion.

Last Saturday we had another small slide in the big cut at Flowers Gulch. I would guess that about 300 cubic yards came down at that time and probably about 200 more since then. After inspection of the slide to-day, it is my opinion that considerable overhanging material should be shot down and moved out while we have the equipment on the job to do it with. It will probably entail the moving of about 2000 cubic yards and will take an additional four or five days time, but will possibly eliminate the moving in of an extra gang at some future date.

RECEIVED
SEP 3 - 1935
CONST

Reident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Slide GRADING Removal	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		17.29			
Miles partially completed		17.29			
Miles completed		17.15			
Total estimated quantities	8800	58490	3000		
Estimated quantities moved or placed to date	6818	58077	3000		
Average daily quantities		125	67		
Average daily quantities necessary to complete project on time	1000	206			
Number shifts per day		2			
Hours per shift		5			
Average force on project for week		58			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Grant COUNTY	Umatilla COUNTY	Baker COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	18	3	3		5	9	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday		5	Shovel loading road material from stockpiles
Tuesday			
Wednesday		15	Waiting word concerning County rock
Thursday		5	Completed crushing operations at end of ten hours
Friday			
Saturday		5	Shovel cleaning roadway preparatory to surfacing

182 9Bc

#1651

AUGUST 26, 1935

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Attached hereto is copy of letter just received from the Commercial Tire Company, Portland, advising of their claim in the sum of $464.68 against contractors Wren and Greenough. Said claim representing the cost of tires, tubes, etc., furnished Wren and Greenough in connection with their contract with the State Highway Commission for the construction of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.

This notice is given you as you appear as surety on the bond furnished by Wren and Greenough on this project.

Yours very truly,

Secretary

HBG:ED
Encl 1

cc - Wren & Greenough
2407 N.W.28th Ave.,
Portland, Oregon.

AUGUST 26, 1935

Commercial Tire Company,
115 N. W. Broadway at Couch,
Portland, Oregon.

ATTENTION: Mr. J. Fletcher

Gentlemen:

This acknowledges your letter of the 24th inst. advising of your claim in the sum of $464.68 against the bond taken from Wren and Greenough in connection with their contract, Oregon State Highway contract No. 1651, for the surfacing of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, Grant County.

We offer for your protection the bond furnished by Wren and Greenough, which was written by United States Fidelity and Guaranty Company, for whom G. B. Eckles, Porter Building, Portland, is local agent.

In the event that you fail to secure satisfaction from the contractors, would suggest that you take the matter up with the bonding company, and file formal notice of your claim with the Secretary of State, in accordance with provisions of Chapter 280 of Oregon Laws, 1931, mimeograph copy of which is enclosed.

Yours very truly,

Secretary

HBG:ED
Encl 1

COMMERCIAL TIRE COMPANY
115 N. W. BROADWAY at COUCH
PORTLAND, OREGON
Telephone BRoadway 1241

August 24, 1935

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Dear Sir:

Notice is hereby given that the undersigned, Commercial Tire Company, has a claim for Tires, Tubes, etc. in the sum of $464.68 against the bond taken from the U. S. F. & G. in the matter of Wren and Greenough, which bond covers Oregon State Highway Contract #1651 for the surfacing of the Forest Boundary-Long Creek section of the Pendleton-John Day Highway.

Very truly yours,

COMMERCIAL TIRE COMPANY

By Jack Fletcher

JF:m

GENERAL
America's Quality Tire
-goes a long way to make friends

#1651

182ABC

JULY 23, 1935.

Commercial Tire Company,
115 N. W. Broadway at Couch,
Portland, Oregon.

ATTENTION: Mr. Jack Fletcher

Gentlemen:

Reply is made to your inquiry of July 22d regarding the filing of claim against the highway contractor.

The State Highway Commission has no special form for the filing of claims, but I believe you should follow the form suggested in the law covering such matters. I refer you to Chapter 280 of the Oregon Laws, 1931, mimeograph copy of which is enclosed. You will note the claim should be filed with the Secretary of State; and in order to be effective against the bond furnished by the contractor, should be filed with the Secretary of State prior to the expiration of six months from the date of completion of the job and acceptance by the State Highway Commission.

The Wren and Greenough contract, mentioned in your letter, is State Highway Commission contract No. 1651 for the surfacing of the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County. The bond furnished by the contractor in this instance was written by the U. S. Fidelity and Guaranty Company, for whom Mr. G. B. Eckles is local manager, with offices in the Board of Trade Building, Portland. An investigation of the records reveals that this contract has not yet been completed, therefore you have plenty of time in which to file your claim officially in the event you do not secure satisfactory settlement otherwise.

Yours very truly,

SECRETARY

HBG:ED
Encl.

COMMERCIAL TIRE COMPANY
115 N. W. BROADWAY at COUCH
PORTLAND, OREGON
Telephone BRoadway 1241

[illegible] JUL 2[illegible]
[illegible] COMMISSION

July 22nd 1935.

State Highway Commission
Salem, Ore.

Please send us the required forms, or information to file on a Job for Supplies furnished the Contractor.

The filing in question is to be made on a certain Job at Ukiah, and Long Creek, Oregon . Contractors Wren & Greenough.
We believe we are required to furnish the Job. No. as well as the name of the Bondsman in the case, and have no way of obtaining this information here that we are aware of.

Very truly yours,
Commercial Tire Co
Jack Fletcher

GENERAL
America's Quality Tire
—goes a long way to make friends

4 RALDOCK

[illegible]st Analysis to July 10 July 17,1935.

Pendleton John Day Highway, Forest Boundary - Long Creek Section,
17.28 Miles Surfacing, Contract 1651, Prefix 12PM, Wren & Greenough Contractors
J.B. Weaver, Engineer

	COST	QUANTITY	UNIT COST	UNIT BID	GROSS REVENUE
Removing Slide Material	2679.00	5167 Cu. Yd.	0.52	0.35	1808.45
Hauling Slide Material	184.16	1770 Yd. Mile	0.104	0.12	212.40
Base Material (4" - 2½")	26860.00	20000 Cu. Yd.	1.343	1.47	29400.00
Top Material (3/4" - ¼")	19473.50	14500 Cu. Yd.	1.343	1.47	21315.00
Screenings (¼" - 0")	2417.40	1800 " "	1.343	1.40	2520.00
Filler	686.40	2400 " "	0.286	0.25	600.00
Hauling Filler	653.60	7600 Yd. Mile	0.086	0.10	760.00
Sprinkling	1217.70	880 M Gals.	1.38	2.00	1760.00
Stock Pile Crushed Rock	1467.84	1320 Cu. Yd.	1.112	1.00	1320.00
Hauling To Stock Piles	480.22	5584 Yd. Mile	0.086	0.12	670.08
Stock Pass Excavation as per Price Agreement	55.50	242.8 Cu. Yd.	0.23	0.60	145.68
Mess House	2610.15				2325.47
	58785.47				62837.08

182aBC

Gross Revenue	$62837.08
Total Cost	58785.47
Net Profit	4051.61

Net Profit Equals 6.8% of Cost.

E.H.Clymer

nalysis to July 10 July 17, 1935.

Contract 1651, Prefix 12PM

Details of Cost

Labor		
Labor	18142.01	
Supervision (Supt. and Bookkeeper)	3176.06	
State Industrial Accident Insurance	1922.80	
		23240.87
Equipment Rental, Supplies, and Misc.		
Equipment Rental	17870.91	
Gas, Oil, and Grease	8085.20	
Explosives	2151.30	
Freight and Cartage, Move In and Out (62%)	1808.20	
Drill Steel and Drilling Supplies	207.53	
Small Tools, Supplies, and Misc.	666.90	
Lumber and Hardware	695.51	
Office Supplies, Telephone, and Misc.	124.24	
Overhead Expense	283.21	
Bond 1% of Gross Revenue	605.12	
Interest on Borrowed Money	311.33	
Camp Rental	125.00	
Mess House and Lodging Expense	2610.15	
		35544.60

Cost Grand Total $58785.47

E.H.Clymer

Cost Analysis to July 10 July 17, 1935.

ontract 1651, Prefix 12PM

Remarks:

This job was started in October 1934, and to July 10, 1935 was about 62% complete. During October and November the crusher was erected, two 90 ft. coyote holes with cross tees were dug, and 5167 cubic yards of slide material was removed. Due to snow, wet and freezing weather, the job was closed down until Spring. The quarry was shot March 23, and crushing was started April 20. Overhead and carry over charges during winter increased cost.

The quarry is located on the highway about the middle of the job. Two 90 ft. coyotes with cross tees were loaded with about 8500 pounds of black blasting and 40% gelatine. The blast broke up about 25,000 cubic yards of rock. The rock broke fine enough that about 99% would enter the 15" x 36" jaw crusher. The pieces too large to enter crusher were dumped to widen road bed. One charge of about one-half ton in a cross tee did not explode, and the powder will have to be removed before all the loose rock can be cleaned up. Small shots are now being used to loosen and break up the rock.

Three five hour shifts are making good progress. 37620 cubic yards of crushed rock was produced in 770 hours crusher operating time, an average of 48.8 cubic yards per hour. 210 hours, or about 21% of the workable time has been lost due to breakdowns, weather, and street delays.

The rock is loaded at quarry with a one yard shovel into a 6 yard truck which hauls the rock about 400 feet and dumps into a trap feeder. The rock is fed into a 15" x 36" jaw crusher and then elevated by belt conveyor to screens above bunker. A 3 foot cone crusher is used for recrush. The plant is powered with a 120 H.P. diesel motor and a 40 H.P. diesel motor which runs the generator for lights and electric motors on screens.

Preparatory to the placing of the surfacing materials, the subgrade was trenched and smoothed up with scarifier, grader and roller. The material excavated was used to construct shoulders. A five inch base course (compact thickness) of 4" to $2\frac{1}{2}$" crushed rock was spread uniformly by means of spreader box. The base course was keyed and covered with a 3" top course (compact thickness) of 3/4" to $\frac{1}{4}$" crushed rock. Screenings and filler $\frac{1}{4}$" - 0" were used as required. The top course was bladed,sprinkled and rolled until the surfacing material was keyed and well compacted.

E.H.Clymer

Analysis to July 10 July 17, 1935

Pendleton John Day Highway, Forest Boundary- Long Creek Section, 17.28 Miles of Surfacing, Contract 1651, Prefix 12PM

Showing the unit cost of the various operations of crushing and incorporating crushed rock into surfacing.

	COST	QUANTITY			UNIT COST
Move in Equipment	1613.43	59500	Cu.	Yds.	0.027
Set Up Crusher	3451.11	"	"	"	0.058
Strip, Drill, and Shoot Quarry	6155.33	40000	"	"	0.154
Load Rock Into Trucks	5535.72	37620	"	"	0.147
Haul Rock Quarry To Crusher	1841.52	"	"	"	0.049
Crush	9107.78	"	"	"	0.242
Haul Crushed Rock(Av. Haul 3.58 Miles)	10096.44	"	"	"	0.268
Dump Spread and Roll Crushed Rock	5415.58	36300	"	"	0.149
Prepare Subgrade	3111.19	38000	"	"	0.082
Supervision Bond and Overhead	5377.15	37620	"	"	0.142
Move Out Equipment (Estimated)	1500.00	59500	"	"	0.025
	53205.25				1.343

E.H.Clymer

Form 338—4M—9-33.

182 a 13

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 5 1935, 193

Section Forest Boundary - Long Creek

Kind of work Surfacing

Highway Pendleton - John Day

Section prefix 12 PM

Contractor Wren & Greenough

Contract number 1651

Date of contract October 1 1934, 193

Date of completion August 31 1935, 193

Date work started October 25 1934, 193

Estimated date of completion August 31 1935, 193

Amount of contract $ 97790.00

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering $ 97790.00

Per cent of contract completed, based on total contract price 56 %

Engineering costs to date, $ 3785.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Despite the fact that one entire day and the larger part of another were lost on the crusher this week, very good progress was made, with a daily average for the week of 539 cubic yards.

Taking advantage of the heavy rain that occurred here during Friday nite, the plant was shut down on Saturday for 10 hours, while heavy maintaining and the incorporation of additional filler was done, and minor repairs and adjustments were made on the crushing plant.

The contractor worked Sunday so that time for one of the three day lay-off, July 3rd, 4th and 5th, would be made up. He anticipates working next Sunday also, and in that way only one day for the Fourth will be lost to the job.

Resident Engineer.

RECEIVED
JUL 8 - 1935
CONST

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[illegible]

	Slide GRADING Removal	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		17.29			
Miles partially completed		917			
Miles completed		8.9			
Total estimated quantities	8000	56500	3000		
Estimated quantities moved or placed to date	5167	32460	1320		
Average daily quantities		539			
Average daily quantities necessary to complete project on time	59	500	35		
Number shifts per day		Crusher 3 Street 2			
Hours per shift		5			
Average force on project for week		75			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Grant COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	41				26	8	
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors 1, Bull dozers ...., Sheet-foot rollers ...., Trucks 15, Pullblade 1, Cat 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday		******	Worked 15 hours
Monday			
Tuesday			
Wednesday		15	Shut down for the Fourth of July
Thursday		15	" " " " " " "
Friday			
Saturday		10	Crusher shut down for minor repairs & betterment of road

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

182a BE

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 5, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith for your approval price agreement number one on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County.

This price agreement is to cover the construction of a stock pass runway which stock pass and runway is being paid for by Grant County, they having deposited the sum of $758 to cover the cost of the stock pass and runway.

Although the pass was constructed by state forces, we secured an agreement with Wren & Greenough to do the excavating inasmuch as they had a power shovel at the site of the stock pass and excavation by shovel was more economical than could be done by hand labor, the state having no shovel in the immediate vicinity.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock

FORM S-M-1 20080 300 5-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

NRH
182 aBc

June 27, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

State Highway Engineer

I am enclosing herewith copy of a subcontract entered into between Wren & Greenough, contractors on the Forest Boundary-Long Creek Surfacing Project, and Charles Senior & Lee Smith, subcontract covering the removal of the balance of the slide material remaining on the project. Inasmuch as the subcontracts awarded are still well within the twenty per cent limitation, my approval has been given to this subcontract.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.
cc R. H. Baldock

-1 20000 500 3-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

~~Const~~
~~Con. & Agree~~
Completion Reports

NRA 182 B.C.

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 17, 1935

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 20

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

On Wednesday, May 15, I spent most of the day inspecting the waterbound macadam construction on the Forest Boundary-Long Creek Project and I have the following report to make on the progress of the work:

I am glad to advise you that very satisfactory results are being obtained and it is my opinion that this type of surfacing is highly satisfactory. The costs of construction are not prohibitive and rapid progress can be made in the construction if proper equipment is used.

Approximately two miles of surfacing has been completed and an excellent riding surface has been obtained. The 4 inch rock base becomes thoroughly locked and keyed and there is no sign of displacement of the rock under the hauling traffic. On this project, as you know, the key rock used is 3/4 to 1/4 inch and this size rock works into the base rock much better than did the 1-1/4 to 1/4 inch size used on the Blue Mountain Section last summer.

We find that approximately 7 yards of 3/4 to 1/4 inch rock and 3-1/2 yards of 1/4 to nothing screenings are required per station to properly key 30 cubic yards of 4 inch rock, this showing a voidage filling of approximately 35%. After the base rock has been thoroughly locked and keyed, an excellent base is available for the processing of the wearing surface. There has been no trouble whatsoever in processing the top course and blades do not tear up the base course.

[illegible] 30000 500 6-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Subject: Inspection, Forest Boundary-
Long Creek Section Macadam
Construction

Page #2
5-17-35

As to the progress of the work, there is nothing at all holding up the progress of the work other than lack of equipment on the job. The contractor has only one roller and one motor grader and the motor grader is an ancient solid rubber tired affair and can not accomplish nearly as much work as do the modern motor graders. Even with this amount of equipment, the contractor has, within the last few days, been placing between 600 and 700 yards of material daily. The roller and motor grader work about half the time locking and keying the base course and are then moved back and spend the balance of the time processing and rolling the top course. With two motor graders and two rollers, the contractor could handle, without difficulty, between 1000 and 1500 yards of rock daily, based on 15 hours operation, which is the time worked by Mr. Conley. On May 8 a total of 1500 feet of base rock was locked and keyed, but on that day it was not necessary to pull the grader and roller back for processing. The Street Foreman, Mr. Walker, advises me that with two rollers and two graders he can easily lay 2000 feet of finished surfacing per day. The total cost per cubic yard for this amount of equipment, based on a production of 1000 yards per day, would be less than 10¢ per cubic yard and a cost of 10¢ per cubic yard for street work is certainly not excessive.

As to Mr. Conley's assertion that excessive hand spotting is being required: I do not understand wherein Mr. Conley has any basis for this contention. He has two hand spotters on the job for a period of ten hours per day only and never at any time has he had more than two spotters. These two hand spotters result in the cost of $10 per day and on a production of 1000 yards daily, this is 1¢ per cubic yard.

1-1 20000 800 3-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Page #3
5-17-35

Mr. H. G. Smith
Subject: Inspection, Forest Boundary-
Long Creek Section Macadam Con
Struction

Mr. Weaver is showing an exceptional aptitude for this type of construction and I wish to assure you that the work is progressing entirely satisfactorily. I will admit that the production will be limited to approximately 600 or 700 yards daily until Mr. Conley recedes from his stubbornness and secured proper equipment on the job. He promised me personally when the work started on May 1 that he would immediately secure one more roller and motor grader, but to date he has not done so. During my inspection on May 15 he was in Portland securing the additional equipment required, so I was informed by his son, Jim Conley. When and if this equipment arrives on the job, the amount of material that may be laid daily will only be limited by the crusher output.

If at all possible, for you to inspect this work while it is in progress, I am certain you will be pleased with the stability of the surface being obtained and with the ease with which it may be constructed.

Very truly yours,

W. C. WILLIAMS
Division Engineer.

WCW:MA

cc R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
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B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

MRH
1220 R.E

Const.
Cost & Agree.
Extension of T

May 15, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I have your letter of May 11 relative to complaint of Martin Conley of what he alleges to be excess amount of hand spotting on the Forest Boundary-Long Creek Surfacing Project.

I wish to advise you that Mr. Conley has misstated the facts to you, as, at no time has he been forced to do hand spotting by either Resident Engineer Weaver or myself. I, personally, was on the job at Long Creek when key operation s were started. I arrived on the job at a time when Mr. Conley proposed to start keying the subbase materials when they were in no shape whatsoever to be keyed. I informed him, after walking over and inspecting the work in his presence, that it would be necessary that he put more equipment on the job and shape the subbase rock in any manner that he desired to use providing results were obtained. At that time, Conley had on the job one motor grader of ancient make and one roller which he had constructed mostly from parts of several rollers. Both pieces of equipment were not in the best of shape and if they had been, one roller and one motor grader could not, by any stretch of imagination, handle the placing of 50 yards of rock per hour.

Mr. Conley has competent blademen on the job, one of the men being Rupert Walker of Pilot Rock, whom you remember as being in our employ for many years, and Mr. Walker advised Conley that it would be necessary to do some hand spotting. This same Rupert Walker was the street foreman for the Northwest Roads Company at Meacham last year and

Mr. R. G. Smith Page #2
Subject: Forest Boundary Long Creek
Surfacing Project. 5-13-35
Conley's Complaint

he laid as high as 1500 lineal feet of keyed surfacing per day and this amount was limited only by the ~~pressure~~ Crusher output. Therefore, the inability of Martin Conley to make progress in the construction of surfacing on the Long Creek project is lack of proper equipment on the job.

I am going to Long Creek tomorrow and will remain on the job until conditions are ironed out. I know, however, before making another inspection trip, that Mr. Conley will avoid doing any street work whatsoever if he can possibly get out of it. His sole aim seemsto be to crush rock and he gives little thought to the street work. Your thought that inexperience of Weaver may have some bearing on the progress is unfounded. I have three of the most experienced waterbound macadam inspectors in this Division on that particular project. Millering and Buttervitsh are acting as street inspectors and Brent Finley, who was the head inspector on the Meacham work last year, is a checker on the job.

I have been informed personally by Martin Conley that when he bid the job, he was led to believe by Mr. Baldock that specifications would be waived to some extent in order that he might make rapid progress on the job. I do not believe he was so informed by Mr. Baldock, as to my knowledge we have never advised any prospective bidder on the job to such effect.

I would suggest that if Mr. Conley continues to make complaints to the Salem office that you refer such complaints to me for confirmation of the veracity before discussing the same to any extent with Conley. If you can spare the time within the next few weeks to inspect this job personally, you will readily determine that any lack of progress is due to the unwillingness of Mr. Conley to undertake street work in its proper manner. Mr. Weaver,

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
B. ALDRICH, PENDLETON

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. C. Smith — Page #3
Subject: Forest Boundary-Long Creek
Surfacing Project — 5-13-35
Conley's Complaint.

the inspectors or I do not care if any spotting work whatsoever is done. Our only desire is to obtain a smooth surfacing. Such a surfacing was obtained on the Meacham project last year with a minimum of hand spotting and in my inspection of the Long Creek work, conditions are no different than at Meacham with the exception of a few curves where the heavy superelevation makes the shaping and keying of surfacing materials difficult.

I will report fully to you conditions as I find them on my inspection trip this week.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R.H. Baldock

16610 15M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 11, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Mr. Connley was in to complain about the excessive amount of hand spotting on the Forest Boundary-Long Creek Surfacing Project.

This job was predicated upon a theory that the job could be done mechanically with very little hand spotting, similar to the work done on the Emigrant Springs Section, therefore I fail to see why the present job cannot be constructed in a similar manner. Mr. Connley reports that he was only able to lay and key 700 or 800 lineal feet of rock per day, whereas it was my understanding that you were able to lay up to 1000 yards on the Emmigrant Springs Section.

There is a great deal at stake on this job because if we are unable to lay it except as the stereotyped water bound macadam with hand spotting, it means that similar jobs will be too costly for ordinary use. I only consented to assign Weaver to this work on your assurance that the inspectors were thoroughly conversant with and could lay the job in the same manner as Swift had done in Emmigrant Springs, and upon your assurance that you would start the job personally and if necessary have Swift help in getting the job started.

Please make an inspection of this job immediately upon receipt of this letter, go over it thoroughly with Mr. Connley, and work out a practical method of doing the work by machine methods similar to that used on Immigrant Springs.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction En

HGS/H

CC to
R.H. Baldock

FORM 3-M-1 20029 500 9-35

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

182 A

March 29, 1935

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. [illegible] Smith

Dear Sir:

Wren and Greenough, contractors on the Long Creek-Forest Boundary Section will commence placing rock early next week and as they will operate twenty hours daily, three checkers will be required.

I am transferring from other parties, two men to act as checkers, these two men being Brent Finley and Alvin Wallace. It is expected that survey work on the Harper Creek-Spray Section will be completed in about two weeks at which time chainman Dan Curran and T. M. Davis, Jr. will be available for checking duties. Therefore, I believe I should assign someone temporarily as a checker at Long Creek until one of the men from the survey party is available.

Your approval for this set up is requested.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
cc Mr. R. H. Baldock

RECEIVED
APR 1 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

FORM 5-M-1 10728 500 1-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

182A

February 21, 1935

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am enclosing herewith for your approval, order for extra work, No. 1, on the Forest Boundary-Long Creek section of the Pendleton-John Day highway in Grant County. The extra work contemplated is the clearing and leveling of stock pile site at an estimated cost of $60.00.

No additional project authorization will be required, as this amount may be deducted from the 4% contingency fund.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:MA
enc

cc Mr. R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
FEB 22
OREGON
STATE HIGHWAY COMMISSION

FORM 5-M-1 10729 500 1-35
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

182A

February 8, 1935

RECEIVED
FEB 10

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

I am inclosing herewith two copies of subcontracts entered into by Wren and Greenough with Guy K. Metcalf for hauling of materials, and Conway Brothers for drilling of rock quarry on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway.

I have given my approval to these two subcontracts with the reservation that the amount of the subcontracts is under no circumstances to exceed 20% of the total amount of the contract. Based on estimated quantities, the amount of the subcontracts , as prepared, will be within the 20% allowance by approximately $200.00.

Yours very truly

W C Williams
Division Engineer

WCW:BH

Incl.

cc Mr. R. H. Baldock

FORM 8-A-1 16610 15M 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

182A

December 17, 1934

IN REPLY PLEASE REFER TO FILE NO.

Wren & Greenough,
Contractors,
485 - 28th St. North,
Portland, Ore.

Attention - Mr. Connely

Gentlemen:

Mr. Williams, Division Engineer at La Grande, advises that climatic conditions on the Pendleton-John Day Highway are such that little progress can be made with the surfacing operations, therefore I am agreeable that the work be suspended until early Spring.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM S-M-1 15710 500 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

NOTE

December 14, 1934

IN REPLY PLEASE REFER TO FILE NO. 182A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

Dear Sir:

In connection with the request of Wren and Greenough for permission to shut down surfacing operations on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County, during inclement weather.

Wish to advise that I made another inspection of the project yesterday and considering the condition of the subgrade and the weather which is prevailing in that section, I do not believe we should attempt to force the contractor to continue operations until more favorable weather is at hand. The subgrade is partially frozen and when not frozen is very wet and slick and it is with extreme difficulty that trucks can be operated. Furthermore, it is not possible to subgrade in any proper manner. The construction of this particular type of surfacing is best suited to dry weather for the reason that unless the sub-base materials are fairly dry, the key materials do not penetrate so readily, but have more of a tendency to ball up on top. Therefore, even though the contractor had not requested the shut down, I believe it would have been necessary for us to have requested him to cease operations until better weather prevailed.

I have discussed this matter personally with Mr. Aldrich and Mr. Aldrich was entirely in agreement and stated that he would give his approval to the cessation of the surfacing work until the weather was suitable for proper construction.

Under these circumstances, I will appreciate your advising Mr. Martin Conley, of the firm of Wren and Greenough, that a complete shut down is sanctioned until spring.

Yours very truly

W C Williams

Division Engineer

WCW:EH
cc Mr. R. H. Baldock

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRH 182-A (1935)

December 13, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews,
Sr. Highway Engineer

Encls.

Jrn

Hwy 14118

Form P. R. 2

State Oregon

U.S.Public Works Hwy. Project No. NRH 152-A (1935)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—6518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of November, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933, and act approved June 18, 1934 (Public No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 9th day of September, 1933, a project statement, which was approved by the Secretary on the 20th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty seven thousand, eight hundred sixty three and 20/100 dollars ($47,863.20) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal percentage of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from funds apportioned under the act of June 16, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in Long Creek in the E 1/2 of Sec. 9, T 10 S, R 30 E, W.M. and survey station 431+60 in the SE 1/4 of Sec. 35, T 8 S, R 30 E, W. M., (excepting therefrom bridges stations 63+20 to 64+00 and stations 250+35 to 251+10 and stations 405+38 to 406+13)

, length 8.131 miles, in Grant County,

being Section A of Oregon U.S.Pub.Works Hwy. project No. NRH 182 (1935), consisting of

8.131 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

known locally as the Long Creek-Flowers Gulch section of the Pendleton-John Day Highway, between official control points of Nye and a point on Federal Aid Route No. 5 near John Day.

8—5518

Standard disk in drill hole in outcropping be
Reference marks are standard disks with arrows

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty seven thousand, eight hundred sixty three and 20/100 dollars ($47,863.20), certified to the Secretary of the Treasury as above mentioned, which [redacted]

[redacted] is [redacted] the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 245, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ...A... of said project shall not in any event exceed the .... thousand, eight hundred sixty three and 20/100 .... of the Treasury as above mentioned, which

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4th day of Dec., 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By ....
Acting *Chief, Bureau of Public Roads*

8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Hwy. Project No. [illegible] 169-A (1935) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $47,863.20 as the total estimated cost of said project, and the sum of $47,863.20 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ ~~[illegible]~~ is said total estimated cost.

Done at the city of Washington, this 4th day of December one thousand nine hundred and thirty four

SECRETARY OF AGRICULTURE,

By [illegible]
~~Acting~~ Chief, Bureau of Public Roads.

FORM S-A-1 -16819 18M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

HAL. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1822 A

NOTED
State Highway Engineer

December 12, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. D. Weaver,
Resident Engineer,
Long Creek, Ore.

Dear Sir:

Enclosed please find description and position of triangulation station Long with azimuths to all adjoining stations:

LONG
Grant County

On highest point of mesa, 3 miles southeast of Long Creek and 8 miles east southeast of Fox post office; summit slopes toward east, south and west; steep on north side. Best reached from Fox post office. Summit nearly cleared of timber.

Latitude	44°39'56".37	Y = 367,618.11
Longitude	119°02'36".02	X =2,378,984.07

To Station	Azimuth	Back Azimuth	Grid Azimuth	Log Metres	Miles
Fields	25°08'58"	204°59'59"	24°06'59"	4.6030868	24.914
Strawberry	326°15'01"	146°28'50"	325°13'02"	4.6736991	29.312
Dixie	285°16'40"	105°34'17"	284°14'41"	4.5370152	21.396
Greenhorn	261°49'19"	82°09'41"	260°47'20"	4.5874048	24.030

FIELDS
Grant County

Detailed description: Located in T 14 S, R 29 E., Sec. 20. On the highest point of Fields Pk. a very sharp peak which is mostly occupied by the Forest Service L.O.house.

Reached from John Day as follows: Go south on the Burns highway 17.0 miles take right fork as per sign Rdg. Murderers Creek Camp, go 16.2 miles along the well traveled road as per all signs pointers to Murderers Creek Camp and Guard station, from the Guard station continue down the creek 0.8 mile, turn right up Tex Creek and go 5.0 miles to the top of grade, and old camp site, leave truck here and go north to top of small summit and down into saddle to junction of Fields Cr. and Fields Peak trails continue uphill along the latter about 2.6 miles or about 1½ Hr. pack to the top of the Mtn.

Flagtail East and West are approximately 11 miles south of station, Oreg. #1, P 273.

Ref. Mark #1 11.662 metres
" " #2 4.625 "

Angle between Ref. Marks 68°41'
Standard disk in drill hole in outcropping bedrock.
Reference marks are standard disks with arrows pointing to station.

Latitude 44°20'19".81
Longitude 119°15'25."21

To Station	Azimuth	Back Azimuth	Log Metres	Miles
Dixie	241°24'36"	61°51'10"	4.7570651	35.515
Greenhorn	232°46'42"	55°16'01"	4.8409413	43.082

STRAWBERRY

The highest mountain in the southeastern portion of the county, 10 miles south of Prairie City, at the head of Strawberry Creek, easily ascended by a direct but steep trail on the north side from Prairie City, follow wagon road up Strawberry Creek to Mr. Street's ranch; thence follow wood road up the hollow 1½ miles to a "burn" leading up to the main ridge; thence up the main ridge to the summit station is at the southern end of the summit; which is covered with shaly rock.

Station Mark: Copper bolt cemented in rock above which is a rock cairn 6 feet in diameter and 6 feet in height.

Latitude 44°18'43."93
Longitude 118°42'52."51

To Station	Azimuth	Back Azimuth	Log Metres	Miles
Dixie	195°19'14"	15°22'59"	4.4907149	19.258
Greenhorn	195°20'07"	15°26'57"	4.6658146	28.785

DIXIE

A bald, rounded dome 7 miles (air line) west of Austin post office, 10 miles (air line) northeast of Prairie City. It can be reached from the wagon road on Dixie Creek, leaving Comer post office by a graded mining road up the ridge in a northeasterly direction, then following leading ridge northward, then eastward to the station, three hours ride from Comer.

Station Mark: Copper bolt cemented in solid rock, above which is a rock cairn, 7 feet in diameter and 7 feet in height.

Latitude 44°34'59."65
Longitude 118°37'30."24

To Station	Azimuth	Back Azimuth	Log Metres	Miles
Greenhorn	198°26'34"	18°29'13"	4.1883268	9.587

GREEHORN

A well known mountain in T 10 S. R. 34E., about 4 miles by road and trail west of Robinsonville. The summit consists of a rocky backbone, the station being located on the northern extremity.

Station Mark: - Copper bolt cemented in solid rock, above which is a rock cairn 7 feet in diameter and 6 feet in height.

Latitude 44°42'50."91
Longitude 118°33'38."92

Yours very truly,
H. R. Baldock,
State Highway Engineer.

By H. G. Smith
Construction Engineer.

Dictated by
H.W.Libby/H
CCto R.H.Baldock

FORM 3-A-1 19743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

182 A

November 19, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Mr. Martin Conley of Wren & Greenough called concerning subgrading on the Long Creek-Flowers Gulch portion of his contract. He stated that in many places settlement had taken place exposing very large rock in the subgrade, and that to regrade these sections as contemplated would require rock excavation by shooting. He suggested that the grade be trued up by filling from the decomposed rock on the Middle Fork Section and stated that he was willing to make any reasonable arrangements to do the work in that manner.

I suggested that you personally go over the job with Conley to see if we contemplate any unreasonable subgrade work, and whether the suggested change in method will give comparable results at less cost to the contractor. However, in placing any extra filling, care should be taken to secure a uniform roadbed section and if possible to improve the appearance at the bridge ends where extra widening was placed in un-uniform manner.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

182A

November 16, 1934

General Grocery Company, Inc.
45 S. E. Ash Street,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of November 15th concerning the Wren & Greenough contract No. 1651 - Forest Boundary-Long Creek Section of the Pendleton-John Day Highway in Grant County.

You are advised that the bond furnished in cinnection with the above contract was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles, who has offices in the Porter Building, Portland, Oregon, is resident agent. The completion date of the contract is August 31, 1935.

Very truly yours,

Secretary.

Dict. by J. McFarland.

GENERAL GROCERY COMPANY INC.
Preferred Stock
QUALITY SUPREME FOOD PRODUCTS
MANUFACTURING WHOLESALE GROCERS
IMPORTERS AND COFFEE ROASTERS
45 S.E. ASH STREET
TELEPHONE, EAST 8141
PORTLAND, OREGON

Nov.15,1934

Oregon State Highway Commission,

Salem,

Oregon.

Dear Sirs:

In line with your letter of Oct.30th, we are again making inquiry as to the bonding company on state highway contract #1651, contractors being Wren & Greenough. We will appreciate very much receiving this information.

Yours truly,

Credit Dept.

FAD

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 5, 1934

RECEIVED
NOV 7 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon USPW Proj. No. NRH 182-A

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the project agreement was based, together with approved copy of specifications.

Note

While we do not believe that an untreated crushed rock surfacing is adequate for a highway of this character, we do think that it is sound practice to provide the ultimate surfacing by stage construction.

Our recommendation for approval is subject to the condition that the State will, within a reasonable time after completion of the crushed rock surfacing, construct an oil-treated wearing surface adequate for present and future traffic needs.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

Long Creek - Flowers Gulch
Surfacing

WCW:OG
Encl.
cc R.H.Baldock

Division Engineer.

FORM S-M-1 13081 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-4a

1K29DE

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 23, 1934.

RECEIVED

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

With reference to the Forest Boundary-Long Creek Surfacing, the amount of screenings designated in the estimate was based on the amount now being used on the Emigrant Springs-Summit Section. On the latter section we are using 3500 yards per mile of base material and this course is keyed with 1¼"-½" top material and screenings at the rate of 210 yards per mile. The 210 yards is 6% of the 3500 yards of base material. On the basis of 32,000 yards of base materials in the Forest Boundary-Long Creek Surfacing, 6% would require approximately 2,000 yards of screenings. Also, due to the fact that we are using smaller key material, that is, 3/4"-1/4", I assumed that slightly less screenings would be required. As contractors, however, do object to producing additional amounts of fines, it may be the wise policy to increase the amount of screenings to 2500 yards instead of 2000.

The typeographical error existing at the bottom of the first page of the specifications which reads "will include the sloping of cuts on embankments" should read "will include the sloping of cut banks from which the slide material is removed".

The maintenance materials are to be 3/4"-1/4" and are so specified in the specifications as submitted, which state, "maintenance material in stockpile shall be of the same size, grade and quality as specified for top materials in surfacing.

Attached hereto is the stationing of the sections where shoulders will be formed from slide materials hauled in. On sections not designated the contractor will be expected to form the shoulders from materials now on the roadbed. I do not believe it will be necessary to scarify the roadbed to secure material to form the shoulders, but it will be necessary to scarify the roadbed in many places in order to properly prepare the subgrade.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OO
Encl.
cc R.H.Baldock

FORM 8-A-1 13743 1BM 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1124a

July 19, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

With reference to the Forest Boundary-Long Creek Surfacing, a question has arisen concerning the 2000 yards of screenings which you provide for use to assist the key rock in locking up the base course. From data furnished me by you and Lytle, it would appear that on similar jobs about 15% of screenings have been measured in terms of the base material. This would take at least 4000 yards of screenings. Will you check this up and advise immediately, keeping in mind that the estimate on screenings should be sufficiently liberal as the contractors object to producing additional amounts of fines.

A typographical error exists at the bottom of the first page in the specifications where you state "will include the sloping of cuts on embankments, from which the slide material is removed." Will you please clarify.

You do not specify the sizes of maintenance material but I presume 3/4 to ½ should be designated; 3/4 to 0 would probably be better for ordinary maintenance material but elimination of the dust will allow the material to be used for other purposes if necessary and also augment the dust which the contractors are required to produce, therefore I would suggest 3/4 to 1/4.

It has been considered advisable to designate the sections where you expect to form shoulders in blading rock materials from the edge of the roadbed from those sections where rock material is not available, and you expect to form the shoulders from slide material hauled in. Will you please have Weaver forward the sections on which each of these two methods will be practiced and also advise whether you consider scarifying necessary in blading out these shoulders.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H
CC to R.H. Baldock

By

H. G. Smith, Construction Engineer

FORM 5-H-1 13081 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-4a

182 a G.C.

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 23, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

24 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

With further reference to removal of slide materials on the Forest Boundary-Long Creek Surfacing Project, please be advised that the hauling of the slide material should be reduced from 30,000 mile yards to 22,000 mile yards. Also, measurement and payment for this material should be truck measure as it is not practical to attempt to measure the slides by cross-section measurement.

NOTED

Very truly yours,

W C Willi

Division Engineer.

WCW:OG

cc R. H. Baldock. ✓

#1448

184-a

July 5, 1934

Metropolitan Casualty Insurance Company,
Wilcox Building,
Portland, Oregon.

Attention: Mr. George D. Hoban

Gentlemen:

This letter is to inform you that today we received notice from Hallock, Donald & Banta, Lawyers, Baker, Oregon, to the effect that the Basche Sage Hardware Company has a claim against R. H. Jones arising out of Mr. Jones' contract with the State Highway Commission for the construction of the three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, being State Highway contract No. 1448. This notice is given you as you appear as surety and bond given by Mr. Jones in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HRG:AM

cc Mr. R. H. Jones,
2515 Court Street,
Baker, Oregon.

111-5 #14197

July 5, 1934

Hallock, Donald & Mantz, Lawyers,
201 Sommer Building,
Baker, Oregon.

Attention: Mr. James T. Donald

Gentlemen:

This acknowledges receipt of your letter of the 2nd instant enclosing affidavit claim of the Basche Sage Hardware Company against R. H. Jones, arising out of Mr. Jones' contract with the State Highway Commission for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, being State Highway contract No. 1448.

Responding to your request we are sending you today under separate cover a certified copy of this contract and bond furnished in connection thereunder.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

11-5 #14193

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

JAMES H. NICHOLS
1905-1929

July 2nd, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen: Re: R. H. Jones, State Highway
Contract No. 1448

Pursuant to the provision of Section 67-1101 Oregon Code, 1930, as amended by Chapter 280 Oregon Laws, 1931, we are enclosing herewith affidavit of Basche Sage Hardware Company to the effect that said Basche Sage Hardware Company furnished materials to R. H. Jones for construction work under State Highway contract No. 1448 for the construction of three trestles on the Long Creek-Flowers Gulch section of the Pendleton-John Day Highway in Grant County.

Application is hereby made for certified copy of such contract and bond.

Yours very truly,

HALLOCK, DONALD & BANTA,

By James T. Donald

JTD:RB

AFFIDAVIT

STATE OF OREGON)
County of Baker.) ss:

I, C. C. BASCHE, being first duly sworn, on oath depose and say: That I am Secretary-Treasurer of Basche Sage Hardware Company, a corporation, organized and doing business under the laws of the State of Oregon with its principal office and place of business in the City of Baker, Baker County, Oregon.

That heretofore and during the periods between the 11th day of February, 1933 and the 21st day of June, 1933 both dates inclusive, the said Basche Sage Hardware Company, a corporation, supplied materials for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, Oregon; that R. H. Jones was the contractor employed in said construction under State Highway Contract No. 1448; and that said materials were furnished to the said R. H. Jones; that the claim of the said Basche Sage Hardware Company, a corporation, for said materials so furnished is in the sum of $192.87, and that no part of said sum has been paid.

C C Basche

SUBSCRIBED and SWORN to be fore me this 3rd day of July, 1934.

My Commission Expires:
[illegible] 1934

Notary public for Oregon.

111-5

#1419+
#1448

182-a

169-e
182-a

January 5, 1934

Basche-Sage Hardware Company
Baker
Oregon

Gentlemen:

Reply is made to your inquiry of January 4.

State Highway Contract No. 1419 for construction of 3 bridges over Burnt River on Old Oregon Trail in Baker County, awarded to R. H. Jones, was completed on June 3, 1933, and was accepted by the State Highway Commission on June 16, 1933. The bond in connection therewith was furnished by Great American Indemnity Company for which Harvey Wells Insurance Agency is the local representative, its address being Failing Building, Portland.

State Highway Contract No. 1448 for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, awarded to R. H. Jones, was completed July 13, 1933 and was accepted by the Commission on August 24, 1933. The bond in connection therewith was furnished by Metropolitan Casualty Insurance Company of New York, for which Geo. De. Hoban is agent -- address Wilcox Building, Portland.

According to the 1931 law, claims must be filed within six months from the date of completion of the project in order to hold the surety bond responsible and liable for payment thereof.

Very truly yours

Secretary

AJ

BSHS

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

SHELF AND HEAVY HARDWARE

AUTOMOTIVE, FARM, PLUMBING, MINE
AND MILL SUPPLIES

BAKER, OREGON,

NRA
MEMBER
U.S.
WE DO OUR PART

January 4, 1934.

RECEIVED
JAN 5 - 1934
OREGON
[illegible] COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have an account against R. H. Jones, representing unpaid balances on both the bridge jobs over Burnt River, near Huntington and also the Long Creek bridge job. We understand that both of these jobs were completed last fall.

Will you please advise us who handled the bonds on these two jobs, and also advise us the date of their completion as we want to give Mr. Jones all the time we can, but we want to file our claim before the time limit expires, which we understand is a year after the job is completed.

Very truly yours,

GAF TH

BASCHE SAGE HARDWARE COMPANY
G.A. French

p

October 30, 1934

1824

General Grocery Company Inc.
45 S. E. Ash Street
Portland, Oregon

Attention: F. A. Dudley
Credit Department

Gentlemen:

Reply is made to your inquiry of the 12th inst. concerning the contract awarded by the State Highway Commission to Brem & Greenough.

The contract to which you refer is State Highway contract No. 1651 and is for the surfacing and furnishing of crushed rock in stock piles for 17.28 miles of the Pendleton-John Day Highway between Forest Boundary and Long Creek in Grant County.

This contract was awarded by the Highway Commission on October 1, 1934. The bond furnished by the contractor was in the sum of $97,790.00. I am unable at the present time to advise you the name of the company that wrote the bond as the contracts are not available but if you will write us again in a week or ten days I am sure I will be able to supply you with that information. The date specified in the contract for the completion of this job is August 31, 1935.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RMB

GENERAL GROCERY COMPANY INC.
Preferred Stock
QUALITY SUPREME FOOD PRODUCTS
MANUFACTURING WHOLESALE GROCERS
IMPORTERS AND COFFEE ROASTERS
45 S.E. ASH STREET
TELEPHONE, EAST 8141
PORTLAND, OREGON

182A

Oct.12,1934

Oregon State Highway Commission,
Salem,
Oregon.

Dear Sirs:

Application has been made to us for credit by thecontract firm of Wren & Greenough, who state they have a State Highway contract in the Long Creek district. Will you be kind enough to advise us the number and title of this job and the name of the company with which they are bonded?

Thanking you for your courtesy,

Yours truly,
F. A. Dudley
Credit Dept.

FAD

Grant Co., [illegible] Grade - Long Creek Section

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Long Creek-Flowers Gulch Section, Project No. NRH 182-A (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rash/HR

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 182-A (1935)

LONG CREEK-FLOWERS GULCH SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

200	cu. yds.	Removing Slide Material	$0.35	$ 70.00
12,000	yd. mi.	Hauling Slide Material	0.12	1,440.00
14,700	cu. yds.	Base Materials in Surfacing	1.47	21,609.00
10,900	" "	Top " " "	1.47	16,023.00
1,200	" "	Screenings in Surfacing	1.40	1,680.00
1,400	" "	Filler	0.25	350.00
9,400	yd. mi.	Hauling Filler	0.10	940.00
700	M-Gals.	Sprinkling	2.00	1,400.00
			Sub-total	$43,512.00
			10% Engr. & Cont.	4,351.20
			Total	$47,863.20

Length of Roadwork	8.131 miles
Cost per mile	$5,886.50

NRH Funds Requested- $47,863.20

State funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1920
" " " Maintenance: Chap. 41, laws 1927

FORM 2-A-1 19748 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 10, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. J. B. Weaver,~~
~~Resident Engineer,~~
~~Long Creek, Ore.~~

PR 182-A

Dear Sir:

There is being sent you under separate cover the 100 ft. detail map of the Flower's Gulch-Long Creek Section of the Pendleton-John Day Highway, File No. 1 F 19-1. This is in answer to your request of Oct. 6, 1934.

A print of the 1000 ft. map was mailed you today.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R. H. Baldock ✓
W. C. Williams
E. A. Skelley

October 5, 1934

182 A

Wren & Greenough
2407 Northwest 28th Avenue
Portland, Oregon

Gentlemen:

For use in connection with the Forest Boundary-Long Creek Surfacing Project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, Courthouse, Pendleton, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc W. C. Williams
J. B. Weaver

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works highway project NRH 182-A (1935), the Long Creek-Flowers Gulch section of the Pendleton-John Day Highway, to Wren & Greenough, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Fron

September 25, 1934

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letters of September 12th, asking us to advise you of our intention in regard to the construction of some form of dustless oil-treated surface on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway (Projects 182-A, B and C).

Our present intention is to maintain this section of highway as an uncoiled road until sufficient traffic developes to justify oiling and until funds for the oiling are available. It is not possible, at this time, to forecast how long this will be.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1934

RECEIVED
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon U.S.Public Works project NRH 182-A (1935), the Long Creek-Flowers Gulch section of the Pendleton-John Day Highway, 8.131 miles of crushed rock surfacing, have today been recommended for approval. This is your authority for advertising.

Presumably the importance of this road is such that the early construction of a dustless oil treated surface will be justified. Please advise us of your intentions in this regard.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

August 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Long Creek-Flowers Gulch Section, Project No. (1935) NRH 182-A.

Five blueprint copies of revised summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. (1935) NRH 182-A

LONG CREEK-FLOWERS GULCH SECTION OF
THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement.)

Salem, Oregon, August 9, 1934

200	cu. yds.	Removing Slide Material	$ 0.40	$ 80.00
12,000	yd. mi.	Hauling Slide Material	0.12	1,440.00
14,700	cu. yds.	Base Materials in Surfacing	1.55	22,785.00
10,900	cu. yds.	Top Materials in Surfacing	1.55	16,895.00
1,200	cu. yds.	Screenings in Surfacing	1.55	1,860.00
1,400	cu. yds.	Filler	0.40	560.00
9,400	yd. mi.	Hauling Filler	0.12	1,128.00
700	M-Gal.	Sprinkling	2.00	1,400.00
			Sub-total	$ 46,148.00
			10% Engr. & Cont.	4,614.80
			Total..................	$ 50,762.80

Length of Roadwork 8.131 miles

Cost per mile $ 6,243.11

National Recovery Highway Funds Requested........................ $ 50,762.80

August 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and specifications for the Middle Fork-Flowers Gulch Section, Project No. (1935) NRS 182-B.

Five blueprint copies of revised summary sheet and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

U. S. Public Works Project
No. (1935) NRH 182-B

MIDDLE FORK-FLOWERS GULCH SECTION OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement.)

Salem, Oregon, August 9, 1934

5,800	cu. yds.	Removing Slide Material	$ 0.40	$ 2,320.00
6,000	yd. mi.	Hauling Slide Material	0.12	720.00
8,700	cu. yds.	Base Material in Surfacing	1.55	13,485.00
6,500	cu. yds.	Top Material in Surfacing	1.55	10,075.00
700	cu. yds.	Screenings in Surfacing	1.55	1,085.00
850	cu. yds.	Filler	0.40	340.00
5,600	yd. mi.	Hauling Filler	0.12	672.00
430	M-Gal.	Sprinkling	2.00	860.00
			Sub-total	$ 29,557.00
			10% Engr. & Cont.	2,955.70
			Total.................	$ 32,512.70

Length of Roadwork	4.791 miles
Cost per mile	$ 6,786.20

National Recovery Funds Requested................................ $ 32,512.70

#1448

182a

FORM 5-K-1 13062 1M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

March 24, 1934

Metropolitan Casualty Ins. Co.,
708 Wilcox Building,
Portland, Oregon.

Attention: Mr. Robert Shimmin
Superintendent of Claims

Gentlemen:

I am inclosing herewith State Warrant R. 69208, in favor of R. E. Jones, in the sum of $2,229.65, the same being the final payment as determined by the Highway Commission on contract No. 1448.

This warrant is delivered to you pursuant to our conference and the understanding between Mr. Hall, Mr. Shimmin and Mr. Jones relative to payment of claims by the surety company.

Yours very truly,

J. M. DEVERS

JMD:PW
Inc.
cc Mr. R. H. Baldock
Mr. C. B. McCullough
Mr. S. H. Probert
Mr. H. B. Glaisyer ←
Mr. G. M. Yeager

per voucher card

HBG

#144

187a

March 5, 1934

Metropolitan Casualty Insurance Co. of N. Y.
Geo. D. Mohan, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by the State Industrial Accident Commission in the sum of $172.57 for contributions due the Accident Fund by R. H. Jones in connection with state highway contract No. 1448 for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

This information is being given to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

[redacted]
jn

c.c. R. H. Jones
2515 Court St.
Baker, Oregon

March 5, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of March 2 inclosing three copies of notice of claim filed in your office by the State Industrial Accident Commission in the sum of $172.57 for contributions due the Accident Fund by R. H. Jones in connection with state highway contract No. 1448 for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

As is our usual practice, we are today forwarding copies of such notice to the contractor and his surety.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

1448

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by State Industrial AccidentCommission for $172.57 againstthe bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company of New York, surety, for work on the Pendleton-John Day Highway, contract No. 1448.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

February 23, 1934

To - State of Oregon

Honorable P. J. Stadelman,
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the Accident Fund, in the sum of $172.57, against the bond taken from R. H. Jones, principal, and the Metropolitan Casualty Insurance Company of New York, Geo. D. Hovan, Agent, Wilcox Building, Portland, Oregon, surety, for the work of prosecuting and completing Highway Contract No. 1448, a contract for the construction of three trestles on the Pendleton-John Day Highway in Oregon.

STATE INDUSTRIAL ACCIDENT COMMISSION

By Ralph H. Campbell (signed)
Attorney and Assistant Commissioner

Endorsed:
File No. 2411
Filed February 27, 1934
P. J. STADELMAN, Secretary of State

#1448

182a

March 5, 1934

Metropolitan Casualty Insurance Co. of N. Y.
Geo. D. Hoben, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by the Oregon Portland Cement Company, in the sum of $571.78 for materials furnished to R. H. Jones in connection with state highway contract No. 1448 for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

This information is given to you inasmuch as you appear as surety on the bond furnished by the contractor in this instance. ~~to the contractor and his surety.~~

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. R. H. Jones
2515 Court Street
Baker, Oregon

March 5, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of March 2 inclosing three copies of notice of claim filed in your office by Oregon Portland Cement Company for $571.78 for materials furnished to R. H. Jones in connection with state highway contract No. 1448 for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

As is our usual practice, we are today forwarding copies of this notice to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBC
jn

1448

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Oregon Portland Cement Company for $571.78 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company, surety, for work on the Hay Creek-Flowers Gulch Section of the Pendleton-John Day Highway, which was forwarded to this office by Malarkey, Sabin & Herbring, Attorneys, Portland, Oregon, and filed on February 24, 1934.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

To Secretary of State and State

Highway Commission of the State of Oregon:

Notice is hereby given that the undersigned, Oregon Portland Cement Company, an Oregon corporation, has a claim for materials furnished, consisting of 288 barrels of cement, in the sum of $685.44 of which $113.66 has been paid leaving an unpaid balance of $571.78 against the bond taken from R. H. Jones, as principal, and Metropolitan Casualty Insurance Company, a New York corporation, as surety, for the work of constructing trestles on the Hay Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, Oregon.

Dated at Portland, Oregon, this 23rd day of February, 1934.

OREGON PORTLAND CEMENT COMPANY

By F. E. McCarlin (signed)
Assistant Secretary

Endorsed:
File No. 2410
Filed February 24, 1934
P. J. STADELMAN, Secretary of State

#1448

1320

March 5, 1934

Metropolitan Casualty Insurance Co. of New York
Geo. D. Moban, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Basche Sage Hardware Company of Baker, Oregon, in the sum of $192.87 for materials and supplies furnished to R. E. Jones in connection with state highway contract No. 1448 for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

This copy is being forwarded to you inasmuch as you appear as surety on the bond furnished to the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. R. E. Jones
2515 Court St.
Baker, Oregon

March 5, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of March 2 inclosing three copies of notice of claim filed in your office by Basche Sage Hardware Company in the sum of $192.87 for material and supplies furnished to R. H. Jones in connection with the contract No. 1448 awarded to Mr. Jones by the State Highway Commission for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

As is our usual practice, we are today forwarding copies of such notice to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

1448

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Basche Sage Hardware Company for $192.87 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company of New York, surety, for work on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, which notice was forwarded to this office by Hallock, Donald & Banta, Baker, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

NOTICE OF CLAIM AGAINST
CONTRACTOR'S BOND

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE OF THE STATE OF OREGON AND TO THE OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN, that the undersigned, Basche Sage Hardware Company, a corporation, has a claim for certain materials and supplies furnished to R. H. Jones for use upon and which were actually used and consumed upon the work hereafter mentioned, an itemized statement and list thereof being attached to this claim, marked Exhibit A and by this reference made a part hereof, such claim being in the sum of $192.87, against the bond taken from the said R. H. Jones as principal, and the Metropolitan Casualty Insurance Company of New York as surety, for the work of constructing three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, being State Highway Contract No. 1448.

IN WITNESS WHEREOF, the said Basche Sage Hardware Company has caused these presents to be executed by its president and secretary and its corporate seal to be hereunto affixed this 16th day of February, 1934.

BASCHE SAGE HARDWARE COMPANY
By D. W. French (signed)
President

(CORPORATE SEAL)

By L. L. Basche (signed)
Secretary

Mallock, Donald & Banta,
Attorneys for Claimant.

STATE OF OREGON,)
ss:
County of Baker.)

I hereby certify that I made service of the foregoing Notice of Claim against Contractors Bond, by mailing a copy thereof with postage thereon prepaid, in the post office at Baker, Oregon, on the 19th day of February, 1934, enclosed in an envelope addressed to Mr. R. H. Jones, Baker, Oregon, and by mailing a copy thereof with postage thereon prepaid, in the post office at Baker, Oregon, on said above named date, enclosed in an envelope addressed to Metropolitan Casualty Insurance Company of New York, Wilcox Building, Portland, Oregon.

HAROLD BANTA (signed)

Endorsed:
File No. 2407
Filed February 21, 1934
P. J. STADELMAN, secretary of State

BASCHE-SAGE HARDWARE COMPANY

Baker, Oregon

February 16, 1934

Exhibit A

R. M. Jones
Baker, Oregon

February 11, 1933					
2 Only	#2 Baker Stiff Shovels		$ 1.27	$ 2.54	
1 Pc.	33 x 3 Mesh X6' Hdwe. Cloth	18'	.04½	.81	
					3.35
February 14, 1933					
1 Keg	16 d. Com. Nails		3.65		
					3.65
February 16, 1933					
1 Only	6 x 4 x 1-7/16 Split Pulley			4.25	
1 Pc.	4" Used Rubber Belt.			8.40	
					12.65
February 20, 1933					
1 Set	Pipe Stock & Dies			5.00	
4 Only	12" Hack Saw Blades	1/3	.85	.28	
1 "	8 G. A. Saw File			.38	
1 "	10 " " "			.45	
1 "	8 Mill "			.22	
1 "	10 " "			.26	
					6.59
February 27, 1933					
1 Only	1½ Foot Valve		1.40		
		Less 35%		.91	
1 "	1½ x 1 Bushing		.05	.05	
					.96
March 6, 1933					
45#	#10 Blk. Annealed Wire		6.00 C.	2.70	
2 Only	6" Ex. Slim Taper Files		.16	.32	
					3.02
March 16, 1933					
2 Pc.	1" Rd. M. Steel	58#	4.00 C.	2.32	
1 Coil	#9 Blk Ann. Wire	136#	3.95	5.37	
					7.69
March 25, 1933					
3 Kegs.	7D. Box Nails		3.95	11.85	
2 "	16D. Com. "		3.65	7.30	
100 #	#12 Blk. Wire		3.85	3.85	
					23.00
April 12, 1933					
128 Pc.	1½ Blk. Pipe 2' Each		.26 ea	33.28	
					33.28

R. H. Jones
Page 2

April 24, 1933					
123 Ft.	20% C.R. Copper Roadway Stop				
	214#	23.25 C.		49.75	
	Labor Cutting & Forming.			10.00	
480 Ft.	4" 26 Ga. Galv. Strips.				
	161#	.06		9.66	
	Labor Cutting.			2.75	
					72.16
May 22, 1933					
8 Ft.	20% Copper Road Stop 12#	.23¼		2.79	
	Labor Cutting.			1.25	
					4.04
June 6, 1933					
100#	12 Ga. Annealed Wire	3.85		3.85	
50'	1/2 x 4' Mastic Expansion	10.10	5.05		
120 '	1/4 x 4' " "	6.40	7.68		
			12.73		
	Less 25%			9.55	
5 Gal.	B. L. Oil	1.05		5.25	
					18.65
June 21, 1933					
1 Roll	Pioneer New Method Roofing.	4.25			
	Less 10%			3.83	
					3.83
					$ 192.87

IN TRIPLICATE

Notice of Claim Against
Contractor's Bond
By
Bassho Sage Hardware Company

#1448

182-a

March 2, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of February 27 inclosing three copies of a notice of claim by Souls' Steel Company for material furnished in the amount of $1,438.63 to R. N. Jones in connection with State Highway Contract No. 1448 for the construction of three bridges on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

As is our usual practice, we are today forwarding copies thereof to the contractor and his surety.

Yours truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

March 2, 1934

Metropolitan Casualty Insurance Co.
Geo. D. Hoban, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Soule' Steel Company for material furnished in the amount of $1,438.63 to R. H. Jones in connection with state highway contract No. 1448 for the construction of three bridges on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

This copy is being mailed to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1448

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

February 27, 1934

Orgon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Soule' Steel Company for materials furnished in the amount of $1438.63 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company of New York, surety, for work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, contract No. 1448, and which was filed in this office on February 19th.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

January 14, 1934

Secretary of State
Salem, Oregon

Secretary, Oregon State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, a corporation, has a claim for reinforcing steel bars and fabric furnished in the sum of One thousand four hundred thirty-eight dollars and sixty-three cents, ($1438.63), against the bond taken from R. H. Jones and the Metropolitan Casualty Insurance Company of New York for the work of constructing three trestles on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, State of Oregon, being known as Oregon State Highway Commission contract No. 1448.

SOULE' STEEL COMPANY

N. O. Millar (signed)
Treasurer.

STATE OF CALIFORNIA
City and County of San Francisco } ss:

N. O. MILLAR, being first duly sworn, deposes and says:

That SOULE' STEEL COMPANY, which executed the foregoing claim, is a corporation; that affiant is an officer, namely, the treasurer of said corporation, and makes this affidavit for and on behalf of said corporation; that affiant executed the within claim as such treasurer in behalf of said corporation; that affiant has read the foregoing claim and knows the contents thereof and that the same is true of his own knowledge except as to matters which are therein stated on information or belief and, as to those matters, that he believes them to be true.

N. O. Millar (signed)

Subscribed and sworn to before me
this 24th day of January, 1934.

W. W. Healey (signed)
Notary Public in and for the City
and County San Francisco
State of California
My Commission Expires August 29, 1937

Endorsed:
File No. 2405
Filed February 19, 1934
P. J. STADELMAN, Secretary of State

#1448

182-a

February 20, 1934

Metropolitan Casualty Insurance Co.
c/o Geo. D. Holman, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Notice of claim of Basche Sage Hardware Company has been filed in this office against R. H. Jones in connection with his contract with the State Highway Commission for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, being State Highway Contract No. 1448.

The claim is for materials and supplies furnished to the contractor, and is in the amount of $182.87.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc R. H. Jones
Baker, Oregon

February 20, 1934

Hallock, Donald & Banta
Attorneys at Law
Suite 201, Sommer Building
Baker, Oregon

Gentlemen: **Attention of Mr. Harold Banta**

This acknowledges receipt of your letter of February 17 enclosing notice of claim of Basche Sage Hardware Company against R. H. Jones, in the sum of $192.87, for supplies furnished to Mr. Jones in connection with his contract with the State Highway Commission for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, being State Highway Contract No. 1448.

In conformance with our usual practice, we are today notifying the contractor and the surety on his bond of the existence of the claim.

Very truly yours

Secretary

HBG:AJ

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

LAW OFFICES
HALLOCK, DONALD & BANTA
SUITE 201 SOMMER BLDG.
BAKER, OREGON

JAMES H. NICHOLS
1905-1929

[illegible]

FEB 20 1934

[illegible]

Salem, Oregon.

Re: [illegible]

Gentlemen:

[illegible]

[illegible]

Yours very truly,

HALLOCK, DONALD & BANTA,

By Harold Banta

NOTICE OF CLAIM AGAINST CONTRACTOR'S BOND

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE OF THE STATE OF OREGON AND TO THE OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN, that the undersigned, Basche Sage Hardware Company, a corporation, has a claim for certain materials and supplies furnished to R. H. Jones for use upon and which were actually used and consumed upon the work hereafter mentioned, an itemized statement and list thereof being attached to this claim, marked Exhibit A and by this reference made a part hereof, such claim being in the sum of $192.87, against the bond taken from the said R. H. Jones as principal, and the Metropolitan Casualty Insurance Company of New York as surety, for the work of constructing three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, being State Highway Contract No. 1448.

IN WITNESS WHEREOF, the said Basche Sage Hardware Company has caused these presents to be executed by its president and secretary and its corporate seal to be hereunto affixed this 16th day of February, 1934.

BASCHE SAGE HARDWARE COMPANY.

By D W French

President

(CORPORATE SEAL)

By F. A. Basche

Secretary

Hallock, Donald & Banta,

Attorneys for Claimant.

STATE OF OREGON,)
ss:
County of Baker.)

I hereby certify that I made service of the foregoing Notice of Claim against Contractors Bond, by mailing a copy thereof with postage thereon prepaid, in the post office at Baker, Oregon, on the 19th day of February, 1934, enclosed in an envelope addressed to Mr. R. H. Jones, Baker, Oregon, and by mailing a copy thereof with postage thereon prepaid, in the post office at Baker, Oregon, on said above named date, enclosed in an envelope addressed to Metropolitan Casualty Insurance Company of New York, Wilcox Building, Portland, Oregon.

Harold Banta

---

1 Only			[illegible].40		
		Less 35%		.91	
1 "	1½ x 1 Bushing		.05	.05	
March 6, 1933.					
[illegible]	#10 Blk. Annealed Wire		6.00 C.	2.70	
2 Only	6" Ex. Slim Taper Files		.16	.32	
					3.02
March 18, 1933.					
1 Pc.	1" Rd. M. Steel	58#	4.00 C.	2.32	
1 Coil	#9 Blk. Ann. Wire	136#	3.95	5.37	
					7.69
March 25, 1933					
3 Kegs.	7d. Box Nails		3.95	11.85	
2 "	16d. Com. "		3.65	7.30	
100#	#12 Blk. Wire		3.85	3.85	
					23.00

1448

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

HARDWARE, RANCH AND MINING SUPPLIES

DISTRIBUTORS OF

TRUCKS AND ACCESSORIES

HEAVY HARDWARE AND FARM IMPLEMENTS

STOVES AND RANGES
HOUSE FURNISHING GOODS
CROCKERY AND GLASSWARE
PAINTS AND OILS
SPORTING GOODS
HARNESS AND SADDLES

IRON AND STEEL
PUMPS, PIPES AND FITTINGS
BELTING, PACKING, HOSE
ENGINES AND BOILERS
SHEET METAL WORKERS

BAKER, OREGON.

February 16, 1934.

EXHIBIT A.

SOLD TO
R. H. Jones,
Baker, Oregon.

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

February 11, 1933					
2 Only	#2 Baker Stiff Shovels		1.27	2.54	
1 Pc.	33 x 3 Mesh X6' Hdwe. Cloth	18'	.04½	.81	
					3.35
February 14, 1933					
1 Keg	16d. Com. Nails		3.65		
					3.65
February 15, 1933					
1 Only	6 x 4 x 1-7/16 Split Pulley			4.25	
1 Pc.	4" Used Rubber Belt.			8.40	
					12.65
February 20, 1933					
1 Set	Pipe Stock & Dies			5.00	
4 Only	12" Hack Saw Blades	1/3	.85	.28	
1 "	8 G. A. Saw File			.38	
1 "	10 " " "			.45	
1 "	8 Mill "			.22	
1 "	10 " "			.26	
					6.59
February 27, 1933					
1 Only	1¼ Foot Valve		1.40		
		Less 35%		.91	
1 "	1¼ x 1 Bushing		.65	.05	
					.96
March 6, 1933.					
45#	#10 Blk. Annealed Wire		6.00 C.	2.70	
2 Only	6" Ex. Slim Taper Files		.16	.32	
					3.02
March 18, 1933.					
2 Pc.	1" Rd. M. Steel	58#	4.00 C.	2.32	
1 Coil	#9 Blk. Ann. Wire	136#	3.95	5.37	
					7.69
March 25, 1933					
3 Kegs.	7d. Box Nails		3.95	11.85	
2 "	16d. Com. "		3.65	7.30	
100#	#12 Blk. Wire		3.85	3.85	
					23.00

448

BASCHE-SAGE HARDWARE CO.
WHOLESALE AND RETAIL
HARDWARE, RANCH AND MINING SUPPLIES
DISTRIBUTORS OF
TRUCKS AND ACCESSORIES
HEAVY HARDWARE AND FARM IMPLEMENTS

STOVES AND [illegible]
HOUSE FURNISHING GOODS
CROCKERY AND GLASSWARE
PAINTS AND OILS
SPORTING GOODS
HARNESS AND SADDLES

IRON AND STEEL
PUMPS, PIPES AND FITTINGS
BELTING, PACKING, HOSE
ENGINES AND BOILERS
SHEET METAL WORKERS

BAKER, OREGON.

February 16, 1934.

SOLD TO

R. H. Jones,
Page #2.

TERMS

INTEREST CHARGED ON ALL OVERDUE ACCOUNTS

April 12, 1933.					
128 Pc.	1¼ Blk. Pipe 2' Each	.26 ea		33.28	
					33.28
April 24, 1933.					
123 Ft.	20% C.R. Copper Roadway Stop 214#	23.25 C.		49.75	
	Labor Cutting & Forming.			10.00	
460 Ft.	4" 26 Ga. Galv. Strips. 161#	.06		9.66	
	Labor Cutting.			2.75	
					72.16
May 22, 1933.					
8 Ft.	20% Copper Road Stop 12#	.23¼		2.79	
	Labor Cutting.			1.25	
					4.04
June 6, 1933					
100#	12 Ga. Annealed Wire	3.85		3.85	
50'	1/2 x 4' Mastic Expansion	10.10	5.05		
120'	1/4 x 4' " "	6.40	7.68		
			12.73		
	Less 25%			9.55	
5 Gal.	B.L. Oil	1.05		5.25	
					18.65
June 21, 1933.					
1 Roll	Pioneer New Method Roofing. Less 10%	4.25		3.83	
					3.83
					192.87

IN TRIPLICATE

#1448

182-a

February 19, 1934

Soule Steel Company
1750 Army Street
San Francisco, California

Gentlemen:

This acknowledges receipt of carbon copy of your notice of claim against R. W. Jones and the Metropolitan Casualty Insurance Company of New York for reinforcing steel furnished Mr. Jones in connection with his contract with the State Highway Commission for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, Oregon, known as Contract No. 1448.

We note that the claim is in the sum of $1,438.65.

Very truly yours

Secretary

HBG:AJ

February 19, 1934

Metropolitan Casualty Insurance Co.
c/o Geo. D. Moban, Wilcox Bldg.,
Portland, Oregon

Gentlemen:

We are informed by Soule Steel Company of San Francisco that it has a claim against R. H. Jones for reinforced steel furnished to him in connection with the contract that was awarded to him by the Oregon State Highway Commission for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

The amount of the claim is $1,458.65.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc R. H. Jones
Baker, Oregon

OS ANGELES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1750 ARMY STREET, SAN FRANCISCO

Jan. 14, 1934.

Secretary of State,
Salem, Oregon.

Secretary, Oregon State Highway Commission, ✓
Salem, Oregon.

Notice is hereby given that the undersigned, Soule' Steel Company, a corporation, has a claim for reinforcing steel bars and fabric furnished in the sum of One thousand four hundred thirty-eight dollars and sixty-three cents, ($1438.63), against the bond taken from R. H. Jones and the Metropolitan Casualty Insurance Co. of New York for the work of constructing three trestles on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, State of Oregon, being known as Oregon State Highway Commission contract No. 1448.

SOULE' STEEL COMPANY
N O Millar
Treasurer.

STATE OF CALIFORNIA
City and County of San Francisco } ss:

N. O. MILLAR, being first duly sworn, deposes and says:

That SOULE' STEEL COMPANY, which executed the foregoing claim, is a corporation; that affiant is an officer, namely, the treasurer of said corporation, and makes this affidavit for and on behalf of said corporation; that affiant executed the within claim as such treasurer in behalf of said corporation; that affiant has read the foregoing claim and knows the contents thereof and that the same is true of his own knowledge except as to matters which are therein stated on information or belief and, as to those matters, that he believes them to be true.

N O Millar

Subscribed and sworn to before me
this 14 day of January, 1934.

Notary Public in and for the City and
County of San Francisco
State of California
My commission expires August 29, 1937

#1448

-182-a

February 5, 1934

Veazie & Veazie, Attorneys
Corbett Building
Portland, Oregon

Gentlemen:

Reply is made to your letter of February 3 concerning the claim of the Pacific Iron Works against R. H. Jones, the same being in the sum of $984.05 for material furnished Mr. Jones in connection with the construction of three bridges on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County. The project in question is a state project and is designated as state highway contract No. 1448.

This contract was completed by Mr. Jones on July 13, 1933 and was formally accepted by the State Highway Commission on August 24, 1933. The bond furnished by the contractor in connection with this work was written by the Metropolitan Casualty Insurance Co. of New York, for whom Geo. D. Hoban, Wilcox Building, Portland, is agent.

Very truly yours

Secretary

HBG:jn

February 5, 1934

Metropolitan Casualty Insurance Co. of New York
Geo. D. Hoban, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We have today received information of the existence of a claim of the Pacific Iron Works in the sum of $984.05 for material furnished to Mr. R. H. Jones in connection with his contract for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, state highway contract No. 1448.

This information is given to you inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours
STATE HIGHWAY COMMISSION

Secretary

HBG:jn

c.c. R. H. Jones
2515 Court St.
Baker, Oregon

A. L. VEAZIE
J. C. VEAZIE

LAW OFFICES OF
VEAZIE & VEAZIE
CORBETT BUILDING
PORTLAND, OREGON

February 3, 1934.

State Highway Commission,
Salem, Oregon.

Gentlemen:

In 1933 a client of ours, Pacific Iron Works, furnished material to the amount of $984.05 to R. H. Jones, of Baker, Oregon, in the construction of the Long Creek bridge. Please let us know whether this was a state job, and, if so, when it was completed and accepted, and the name and address of the surety or sureties on the contractor's bond.

Yours very truly

Veazie & Veazie

ALV-Ba.

According to the provisions of Chapter 280, Laws of 1931, claims against this contractor should be filed with the Secretary of State prior to the expiration of six months from the date of the completion of the project. In the opinion of the Commission's counsel the six months' period commences on the date of the formal acceptance of the project by the Commission. Therefore, claims against this particular project should be filed with the Secretary of State on or before February 24, 1934.

F.P.McCaslin/tob. [illegible] Asst. Secretary

Very truly yours

Secretary

HBG:jm

February 5, 1934

Oregon Portland Cement Co.
321 East Madison
Portland, Oregon

Attention Mr. F. E. McCaslin, Asst. Secretary

Gentlemen:

Reply is made to your letter of February 3 concerning the R. H. Jones contract for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

Our records show this project was completed by Mr. Jones on July 13, 1933 and was accepted by formal action of the State Highway Commission on August 24, 1933. According to the provisions of Chapter 280, Laws of 1931, claims against this contractor should be filed with the Secretary of State prior to the expiration of six months from the date of the completion of the project. In the opinion of the Commission's counsel the six months' period commences on the date of the formal acceptance of the project by the Commission. Therefore, claims against this particular project should be filed with the Secretary of State on or before February 24, 1934.

Very truly yours

Secretary

HBG:jn

OREGON PORTLAND CEMENT CO.
321 EAST MADISON
PORTLAND, OREGON

February 3, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This Company has a claim against Mr. R. H. Jones, for material furnished on the Long Creek - Flowers Gulch Section of the Pendleton - John Day Highway on his contract for construction of three frame trestles.

Will you please advise when this job was accepted by the State and when the last date is that claim can be filed with the state for material furnished under the law.

Thanking you kindly for this information, we are

Yours very truly,

OREGON PORTLAND CEMENT COMPANY,

F. E. McCaslin

Asst. Secretary.

F.E.McCaslin/tcb.
Encl.

#1448

182-a.

January 29, 1934

Metropolitan Casualty Insurance Co.,
c/o Geo. D. Hoban, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Portland Bolt & Manufacturing Company against R. E. Jones in connection with his contract for the construction of frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, State Highway Contract No. 1448.

The claim is $139.75 and is for materials furnished.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc R. E. Jones
Baker, Oregon

January 29, 1954

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 26 enclosing copies of notice of claim filed by Portland Bolt & Manufacturing Company against R. H. Jones in connection with his contract for the construction of frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

Copies of the notice are being mailed to the contractor and his surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 26, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Portland Bolt & Mfg. Company for materials furnished in the amount of $139.73 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company of New York, surety, for work on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, contract No. 1448.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

THE PORTLAND BOLT & MFG. CO.

930 N. W. 14th Avenue
Portland, Oregon

Jan. 24, 1934.

Secretary of State,
State of Oregon
Salem, Ore.

Dear Sir:

Notice hereby is given that the undersigned, Portland Bolt & Manufacturing Company, has a claim for furnishing galvanized bolts, washers, etc., in the sum of $139.75 against the bond taken from Metropolitan Casualty Insurance Company of New York, covering the Oregon State Highway Commission Contract No. 1448 with R. H. Jones for the construction of three bridges, namely, Long Creek Bridge #1809, Pass Creek Bridge #1810, and Pine Creek Bridge #1811, on the Long Creek - Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

Yours very truly,

PORTLAND BOLT & MFG. CO.,

By H. F. Llewellyn

President.

Endorsed: File No. 2397
Filed January 26, 1934

HAL E. HOSS, Secretary of State

#1448
182-a

January 24, 1935

Metropolitan C,sualty Ins. Co. of N.Y.
C/o Geo. D. Hoben
Wilcox Building
Portland, Oregon

Gentlemen:

We have received a letter from the Portland Bolt & Manufacturing Company of Portland stating that they have a claim in the amount of $150.75 against the bond taken from R. H. Jones in connection with State Highway Contract No. 1448 which was awarded to Mr. Jones for bridge construction on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County. This claim represents bolts, nuts etc. furnished Mr. Jones.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - R. H. Jones
2515 Court St.
Baker, Oregon

January 24, 1933

Portland Bolt & Mfg. Co.
930 N.W. 14th Avenue
Portland, Oregon

Attention: D. B. Cooney

Gentlemen:

This acknowledges receipt of your letter of January 23rd advising us of your claim in the sum of $159.73 against R. H. Jones for bolts, washers etc. furnished Mr. Jones in connection with his contract with the State Highway Commission for the construction of three bridges on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

The contract to which you refer is State Highway Contract No. 1448 in connection with which Mr. Jones furnished a surety bond for the protection of claims incurred against the project. This bond was written by the Metropolitan Casualty Insurance Company of New York for whom George D. Haber is the Resident Agent with offices in the Wilcox Building, Portland. We offer this bond to you for the protection of your claim and would suggest that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed. Would also suggest that you write to the surety company advising them of this claim.

You will note that notice of your claim should be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the job. According to our records this project was completed on July 13, 1933 and was accepted by formal action by the State Highway Commission on August 24, 1933.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

BROADWAY 5488

THE PORTLAND BOLT & MFG. CO.

930 N.W. 14TH AVENUE
PORTLAND, OREGON

Jan. 23, 1934.

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

Attention Mr. H. B. Glaisyer, Secretary.

During the early part of last year, we furnished Mr. R. H. Jones, of Baker, Oregon, certain bolts, washers, etc., which he used in the construction of three bridges in Grant County, namely, Long Creek Bridge #1809, Pass Creek Bridge #1810 and Pine Creek Bridge #1811, under contract with the Oregon State Highway Commission.

We have not received payment for this material which amounts to $139.73, and we hereby wish to file this claim with you so that we are properly protected in the matter.

If you require any additional papers, we would be glad to furnish same.

Awaiting your advices, we remain

Yours very truly,

PORTLAND BOLT & MFG. CO.,

By D B Cooney

BRIDGE MATERIAL · BUILDERS IRON WORK · POLE LINE HARDWARE · HOT DIP GALVANIZING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letters of January 10 and December 8, on Oregon E-83 and E-182-A, respectively, requesting copies of materials test reports.

As we must hold the final vouchers until the test reports are received, will you please forward them as soon as possible.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

January 15, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of January 8th, we are enclosing herewith five copies of an excerpt from the minutes of the meetings on May 19, 1933 and June 28, 1933, of the State Highway Commission, which excerpts concern extensions of time to complete the Long Creek-Flowers Gulch Section, Project No. E-188-A.

The necessary test reports for structural steel mentioned in your letter are being sent to you by our bridge department.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

January 8, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your attention is called to our letter of December 8, requesting copies of the minutes of the meeting of the Highway Commission regarding time extensions and copies of test reports for structural steel for Oregon E-182-A.

As the final voucher must be held in this office until this supporting data is received, will you please forward it as soon as possible?

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT#1421,
1448, 1651

PR 182-A Flowers Gulch-Long Cr. Sec. 1932

1421-1448-1651

Folder # 1

#1448

182-a

December 11, 1933

Geo. W. Davidson, Credit Mgr.
F. P. Gram Company Inc.
333 United States Bank Building
Portland, Oregon

Dear Sir:

Reply is made to your communication of December 7, 1933 in which you enquire regarding the status of the claim of Fisher Lumber & Piling Company against the bond of R. H. Jones for material furnished amounting to $344.22 in connection with contract No. 1448 covering bridge construction on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway.

According to our records this job was completed on July 13, 1933 and was accepted by formal action by the State Highway Commission on August 24, 1933. Final payment for this work has not been made to the contractor.

We are in receipt of a letter under date of December 8th from Hal E. Hoss, Secretary of State, stating that Fisher Lumber & Piling Company had filed their claim against R. H. Jones on November 10, 1933.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

F. P. GRAM CO • INC.

LUMBER FINANCING

333 UNITED STATES BANK BUILDING
PORTLAND, OREGON

December 7, 1933.

Secretary of State,
Salem, Oregon.

Gentlemen:

Kindly refer to Fisher Lumber & Piling Company's letter of November 9th filing claim for payment of lumber for the Long Creek, Pine Creek and Pass Creek bridges.

Will you kindly inform us the present status of this claim as the account is assigned to us for cash advances.

Yours very truly,

Geo. W. Davidson
Geo. W. Davidson
Credit Manager.

D:K

December 8, 1933
Respectfully referred to the State Highway Commission for attention.
HAL E. HOSS, Secretary of State

SECRETARY OF STATE
RECEIVED
DEC 8 - 1933
HAL E. HOSS

WE FINANCE SHIPMENTS OF TIMBER PRODUCTS

#1448

182-a

December 11, 1933

Fisher Lumber & Piling Co.
421 Board of TradeBuilding
Portland, Oregon

Gentlemen:

There has been forwarded to this office, from the Secretary of State's office, a copy of your claim against R. H. Jones, same being in the sum of $344.22 for lumber furnished in connection with contract No. 1448 which was awarded to Mr. Jones for the construction of three bridges on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

In connection with this project the contractor furnished the state with a corporate surety bond for the protection of all claims incurred against the project. This bond was written by the Metropolitan Casualty Insurance Company of New York for whom George D. Hoban is the Resident Agent with offices in the Wilcox Building, Portland.

We are today notifying the bonding company and the contractor that this claim has been filed.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

December 11, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This acknowledges receipt of your communication of December 8th with enclosed copies of letter from the Fisher Lumber & Piling Company setting forth their claim amounting to $344.22 which has been filed against the bond taken from R. H. Jones in connection with State Highway Contract No. 1448 covering bridge construction on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway.

In accordance with our usual practice we are today sending copies of the notice of claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

December 11, 1933

Metropolitan Casualty Insurance Co. of N.Y.
C/o George D. Hoban, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We are attaching copy of letter from the Fisher Lumber & Piling Company setting forth their claim in the amount of $544.22 which represents material furnished R. H. Jones in connection with State Highway Contract No. 1448 which was awarded Mr. Jones for bridge construction on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - R. H. Jones
2515 Court St.
Baker, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 11 1933
OREGON
STATE HIGHWAY COMMISSION

December 8, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a letter from the Fisher Lumber & Piling Company for $344.22 against the bond taken from R. H. Jones for work on the Long Creek, Pine Creek and Pass Creek bridges on the Pendleton-John Day Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

FISHER LUMBER & PILING CO.
421 Board of Trade Bldg.
Portland, Oregon

November 9, 1933

Secretary of State
Salem, Oregon

Dear Sir:

We hereby wish to file our claim on State Contract placed by yourselves with R. H. Jones of Baker, Oregon, which was a contract for the Long Creek, Pine Creek and Pass Creek bridges on the Pendleton-John Day Highway.

Our billwas our invoice of July 15th amounting to $344.22, which item includes furnishing the Red Cedar Hand rail members by us for the Long Creek, Pine Creek and Pass Creek bridges.

We hereby notify you and ask that you in turn notify the proper bonding company of this claim.

If for any reason this is not the proper and legal way in which to file a claim against the State and Bondsman on this contract, kindly advise us by return mail.

Yours very truly,

FISHER LUMBER & PILING COMPANY

By C. H. Fisher
(President)

CHF:HU

Endorsed: File No. 2370
Filed November 10, 1933
HAL E. HOSS,
Secretary of State

#1421

182-a

December 9, 1933.

Mr. Edward A. Boyrie
400 Pittock Block
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 6th enclosing affidavit of the claim of Armour & Company against E. C. Peck & Company for materials and supplies furnished in connection with contract No. 1421 which was awarded E. C. Peck & Company for construction work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

In accordance with your request we are mailing to you today, under separate cover, certified copy of this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

December 9, 1935

United States Fidelity & Guaranty Co.
C/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of information to the effect that Armour & Company has a claim amounting to $824.45 against the bond furnished by E. C. Peck & Company in connection with State Highway Contract No. 1421 which was awarded to them for construction work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County. This claim represents materials and supplies furnished by Armour & Company.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - E. C. Peck & Co.
Box 916
Aberdeen, Washington

#1421

Edward A. Boyrie
Reuben G. Lenske
N. Ray Alber
Lester L. Ahlgrim

Law Offices of
William B. Layton
400 Pittock Block
Portland, Oregon

December 6th, 1933.

RECEIVED
DEC 7 - 1933
OREGON
STATE HIGHWAY COMMISSION

Secretary of Oregon State Highway Commission,

Salem, Oregon.

RE: Armour & Company vs.
E. C. Peck & Co.

Dear Sir:-

I enclose herewith affidavit of Armour & Company that that company has a claim against the bond furnished by E. C. Peck & Company, contractor, and his surety for materials and supplies used in the performance of the work of grading 8.17 miles of Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, being Oregon State Highway Contract No. 1421.

This affidavit is furnished to you in compliance with the statute as a preliminary to the filing of action on the bond, and I request that you send to me certified copy of contract and bond on this job.

Thanking you, I am

Very truly yours,

E a Boyrie

EAB:VN
Encl.

AFFIDAVIT

STATE OF OREGON)
County of Multnomah) ss

I, M. L. HESTON, being first duly sworn, depose and say: That I am Credit Manager of Armour and Company, a corporation, and have personal knowledge of the facts hereinafter stated:

That Armour and Company, at the special instance and request of E. C. Peck, doing business as E. C. Peck & Co., sold and delivered to said E. C. Peck & Co. materials and supplies for use in, and which were used in the performance of the work of grading 8.17 miles of Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, being Oregon State Highway Contract No. 1421;

That Armour and Company have a claim for said materials and supplies against the bond furnished by the contractor on said job, in the amount of Eight Hundred Twenty-four and 45/100ths ($824.45) Dollars.

M. L. Heston

Subscribed and sworn to before me this 29 day of November, A.D.1933.

Notary Public for Oregon.

My commission expires May 21st, 1934.

#1421

182a

December 4, 1933

Honorable Hal E. Hoss
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of December 1 advising that you have information to the effect that the notice of claim for $2,413.06 filed by the Pure Iron Culvert & Manufacturing Company against E. C. Peck & Company has been satisfied.

We are today notifying the contractor and his surety that that information has been forwarded to this office and that the proper notation has been made on our records.

The above claim is in connection with state highway contract #1421 awarded to E. C. Peck & Co. for the construction of the Flowers Gulch-Long Creek Section of Pendleton-John Day Highway in Grant County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

December 4, 1933

E. C. Peck & Company
455 East Morrison Street
Portland, Oregon

Gentlemen:

We are in receipt of copy of letter forwarded to this office by Honorable Hal E. Hoss, Secretary of State and directed to him by the Pure Iron Culvert & Manufacturing Company, Portland, wherein they advise that the claim in the amount of $2,413.06 covering galvanized corrugated culvert pipe furnished to you in connection with state highway contract No. 1421 for the construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, has been satisfied. We are making the proper notation of such satisfaction on our records.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. U. S. Fidelity & Guaranty Co.

c.c. Pure Iron Culvert & Mfg. Co.
763 Gladstone Avenue
Portland, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

December 1, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from Pure Iron Culvert & Manufacturing Company advising that their notice of claim for $2413.06 against E. C.Peck and Company and U. S. Fidelity & Guaranty Company has been satisfied.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

COPY

PURE IRON CULVERT & MANUFACTURING CO.

763-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

November 29, 1933

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This is to notify you that claim filed with your office November 3, 1933 against E. C. Peck & Company and the U. S. Fidelity and Guaranty Company, as surety, for $2413.06, covering galvanized corrugated culvert pipe used in the construction of the Flowers Gulch - Long Creek grading job, has been paid.

Yours very truly,

PURE IRON CULCERT & MFG. CO.

E. W. Gibson
Manager

EWGibons: HK

[illegible]
DEC 1 - 1933
OREGON

#174

182-a

December 1, 1933

Edward A. Boyrie, Attorney
400 Pittock Block
Portland, Oregon

Dear Sir:

In response to your request of recent date, directed to the Secretary of State, we are mailing to you today, under separate cover, certified copy of contract No. 1421 which was awarded to E. C. Peck & Company for construction on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Hal E. Hoss

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

DEC 1 - 1933
OREGON

November 29, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed a copy of a letter from E. A. Boyrie, Attorney, 400 Pittock Block, Portland, Oregon, requesting a certified copy of the contract and bond covering construction work in connection with the notice of claim by General Grocery Company which was forwarded to your office on November 27th.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

COPY

Law Office of
WILLIAM B. LAYTON
400 Pittock Block
Portland, Oregon

Edward A. Boyrie
Reuben G. Lenske
N. Ray Alber
Lester L. Ahlgrim

25th November, 1933.

Secretary of State,

Salem, Oregon

Dear Sir

RE: E. C. Peck & Co

I enclose herewith affidavit of General Grocery Company, Inc. that that Company has a claim against the bond posted by E. C. Peck & Co. for faithful performance and payment of material men's claims, etc. on Oregon State Highway Contract No. 1421. I am furnishing this Affidavit in compliance with the Statute as a preliminary to commencing action on the bond, and in accordance with the Statute request that you forward me certified copy of the contract and bond.

Very truly yours,

E. A. Boyrie

EAB:EC
end.

DEC 1 - 1933
OREGON

#1421

182-a

November 28, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your communication of November 27th with attached copies of notice of claim which has been filed by the General Grocery Company for materials furnished amounting to $1084.57 against the bond taken from E. C. Peck & Company in connection with contract No. 1421 which was awarded to them for grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

In accordance with our usual practice we are today sending copies of this claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

November 28, 1938

United States Fidelity & Guaranty Co.
C/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the General Grocery Company against the bond of E. C. Peck & Company for materials furnished amounting to $1064.57 in connection with contract No. 1421 covering construction on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - E. C. Peck & Co.
455 E. Morrison St.,
Portland, Oregon

COPY

AFFIDAVIT

STATE OF OREGON)
County of Multnomah) ss

I, FRANK A. DUDLEY, being first duly sworn, depose and say: That I am Credit Manager of General Grocery Company, Inc., a corporation, and have personal knowledge of the facts hereinafter stated;

That General Grocery Company, Inc., at the special instance and request of E. C. Peck, doing business as E. C. Peck & Co., sold and delivered to said E. C. Peck & Co. materials and supplies for use in and which were used in the performance of the work of grading 8.17 miles of Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, being Oregon State Highway Contract No. 1421;

That General Grocery Company, Inc. has a claim for said materials and supplies against the bond furnished by the contractor on said job, in the amount of One Thousand Sixty-four and 57/100ths ($1,064.57) Dollars.

FRANK A. DUDLEY

Subscribed and sworn to before me this 24 day of November, A. D. 1933.

EDWARD A. BOYRIE
Notary Public for Oregon.
My Commission expires May 21st, 1934.

(SEAL)

Endorsed: File No. 2559
Filed November 27, 1933
HAL E. HOSS,
Secretary of State

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 30 1933
OREGON
[illegible]

November 27, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of an affidavit covering a claim by the General Grocery Company for materials furnished in the amount of $1064.57 against the bond taken from E. C. Peck & Company for work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway contract No. 1421.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs 3

#1421

182n

November 7, 1935.

United States Fidelity & Guaranty Co.
C/o C. O. Price, Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Pure Iron Culvert and Manufacturing Company against the bond taken from E. C. Peck & Company for materials furnished, amounting to $2413.06, in connection with contract No. 1421 covering construction work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - E. C. Peck & Co.,
455 E. Morrison St.,
Portland, Oregon

November 7, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This acknowledges receipt of your communication of November 6th with attached copies of notice of claim which has been filed by the Pure Iron Culvert and Manufacturing Company against the bond taken from E. C. Peck and Company for materials furnished, in the amount of $2413.06, in connection with contract No. 1421 covering construction work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

In accordance with our usual practice we are sending the surety and the contractor a copy of this notice.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] - 1933
OREGON
[illegible]

November 6, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Pure Iron Culvert & Mfg. Company for materials furnished in the amount of $2413.06 against the bond taken from E.C. Peck & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Flowers Gulch-Long Creek section of the Oregon state highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

PURE IRON CULVERT & MANUFACTURING CO.

763-769 Gladstone Avenue
Telephone Sellwood 2275

Portland, Oregon

November 3, 1933

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Pure Iron Culver and Manufacturing Company of Portland, Oregon has a claim against E. C. Peck and Company, contractor, whose address is Portland, Oregon, and the U. S. Fidelity and Guaranty Company, Portland, Oregon, as surety, on State of Oregon contract Flowers Gulch-Long Creek grading, bids on which were opened by the Oregon State Highway Commission November 2, 1932, in the sum of $2413.06, covering galvanized corrugated culvert pipe used in the construction of the Flowers Gulch-Long Creek grading job.

Please consider this our formal claim against the bonding company for the above amount.

Yours very truly,

PURE IRON CULVERT & MFG. CO.

E. W. Gibson
Manager

EWGibson:HK
Encl: Statement of Account
Copies of Invoices

Endorsed: File No. 2347
Filed November 6, 1933
HAL E. HOSS,
Secretary of State

182-a

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF

October 17, 1933.

RECEIVED
OCT 18 1933
OREGON
HWAY. COMMI

State Highway Commission,
Salem, Oregon.

Gentlemen:

We acknowledge receipt and thank you for your letter of October 14th sending us a certified copy of the contract and bond covering contract No. 1421 entered into with E. C. Peck & Co.

Very truly yours,

Dey, Hampson Nelson

17/16

#1421

October 3, 1933

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Attention C. O. Price, Manager.

Gentlemen:

This acknowledges receipt of your letter of October 2, inclosing an assignment given you by E. C. Peck & Company. You also inclose a letter from said company in which they ask us to mail future warrants to you for work in connection with state highway contract No. 1421 for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

We will be pleased to honor the assignment, however, it will be necessary for E. C. Peck & Company to execute a new form because the one submitted is not prepared in accordance with our requirements. I am inclosing properly prepared form in triplicate and ask that you have said company sign them before two witnesses.

Complying with the request of E. C. Peck & Company I am also inclosing warrant No. R63897 in the amount of $3,823.20, being the semi-final payment in connection with this project.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
2 inclosures
c.c. Carl F. Smith

c.c. E. C. Peck & Company
455 East Morrison Street
Portland, Oregon

E. C. PECK & COMPANY
GENERAL CONTRACTORS
HOME OFFICE
455 EAST MORRISON STREET
PORTLAND, OREGON

October 2, 1933

Oregon State Highway Commission,
Salem, Oregon.

Attention of Mr. H. B. Glaisyer, Secretary.

Gentlemen:

Owing to the heavy loss sustained by us on the Long Creek job we are compelled to request our surety, United States Fidelity & Guaranty Co., to take care of the balance of our accounts payable.

We are enclosing herewith Assignment of all sums due and to become due on Contract No.1421, for grading on the Flowers Gulch-Long Creek Section on the Pendleton-John Day Highway in Grant County, Federal Aid Project No.E-182-A, to be paid to the above Company.

Please forward the warrant you are now holding at once to U. S. Fidelity & Guaranty Co. at Portland, Oregon, in order that same can be applied on accounts due.

Very truly yours,

E. C. Peck & Company

By E. C. Peck

ECP/Fxk

RECEIVED
OCT [illegible] - 1933

5m 6-1-33

1421

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

RECEIVED
OCT 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

October 2, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #39-12-2002-32 - E. C. Peck & Co.

Referring to your contract with E. C. Peck & Company for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, which is guaranteed by the bond of this Company, it is desired that all further payments due or to become due on this contract shall be remitted direct to this office and we enclose herewith a communication from E. C. Peck & Company, together with assignment authorizing you to make the payments in that manner. Kindly advise us if this arrangement will be satisfactory.

Yours very truly,

Price
Manager.

COP:W

#1421

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Balance due on Contract ($) Dollars, to us paid, we hereby sell, assign and transfer the within claim for material furnished and service rendered for grading on the Flowers Gulch-Long Creek Section on the Pendleton John Day Hwy in Grant County. Contract No.1421-- Federal Aid Proj.No.E-182-A to United States Fidelity & Guaranty Co. and authorize and empower said Company to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 2nd day of October, 1933.

Executed in the presence of us as witnesses:

E. C. Pack & Company

By E. C. Pack

We shall be pleased to see that further payments in connection with this contract are made in conformance with the provisions of this assignment.

Very truly yours

Secretary

HBG
AJ

cc Carl Smith

#1421
182-a

UNITED [illegible] AND GUARANTY COMPANY

October 18, 1933

[illegible]EIVED
[illegible] 1933

Mr. R. B. Nason, Superintendent of Claims
% U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Dear Mr. Nason:

Receipt is acknowledged of your letter of October 12 enclosing assignment of claim executed by E. C. Peck & Company, whereby said company assigns all monies due or to become due in connection with Contract No. 1421, grading Flowers Gulch-Long Creek Section on the Pendleton-John Day Highway, to the United States Fidelity & Guaranty Company.

We shall be pleased to see that further payments in connection with this contract are made in conformance with the provisions of this assignment.

Very truly yours

Secretary

HBG
AJ

cc Carl Smith

Portland 104 5m 6-1-33

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

October 12, 1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

E. C. Peck & Co. - St.Highway Cont. #1421

Mr. H. B. Glaisyer,Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:

As requested, we enclose the assignments in triplicate, signed by E. C. Peck.

Yours very truly,

R. B. Nason, Supt. of Claims

By Robt. C. Thurston

encls
RCT:ET

1824

October 6, 1938

John Lichty, Attorney at Law
507 Failing Building
Portland, Oregon

Dear Sir:

Replying to your letter of October 4th requesting information regarding final payment to E. C. Peck & Company for construction work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, will say that final payment has not yet been made for this work. We have made semi-final payment and will make final payment as soon as field notes have been checked. Indications are that the amount of final payment will be around $5,000.00, perhaps a little more or a little less. Payments have been assigned to the bonding company.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

#1421
Grant Co

Oct, 6, 1933

#1421 - E. C. Peck & Co. was completed on July 27, 1933 and was accepted Aug, 24, 1933 - Total amt. pd. to date is $100,927.57 and the retained percentage is $3,121.47 - Final estimate has been sent back to the field for a correction and McCallister says that the final may be a little less than the retained percentage. Warrant covering the semi-final payment in amount $3,823.20 was mailed by you to the Surety Co on October 3rd. Further payments are to be made to the Surety.

J. McF,

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

If possible, will you kindly advise me whether the final estimate has been paid to E. C. Peck & Company, on the contract covering the

FLOWERS GULCH-LONG CREEK
Section of the Pendleton-
John Day Highway in Grant
County, Oregon.

Your assistance in this matter will be very much appreciated.

Very truly yours,

John Lichty

L:RC:A

John Lichty.

#1421
Grant Co

JOHN LICHTY
ATTORNEY AT LAW
507 FAILING BUILDING
PORTLAND, OREGON

October 4, 1933

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

If possible, will you kindly advise me whether the final estimate has been paid to E. C. Peck & Company, on the contract covering the

FLOWERS GULCH-LONG CREEK
Section of the Pendleton-
John Day Highway in Grant
County, Oregon.

Your assistance in this matter will be very much appreciated.

Very truly yours,

John Lichty

L:RC:A John Lichty.

[illegible]

#1421

182-a

October 14, 1938

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

We are enclosing certified copy of contract and bond in connection with State Highway Contract No. 1421 which was awarded to E. C. Peck & Company for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, as requested in your letter of October 11.

Very truly yours

Secretary

AJ

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF

October 11, 1933.

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem,
Oregon.

Gentlemen:

We enclose herewith affidavit of F. M. Ewing, District Credit Man of the Standard Oil Company of California, pertaining to the claim of the Standard Oil Company against the bond taken from E. C. Peck & Company, principal and the United States Fidelity & Guaranty Company, surety, for the grading of 8.17 miles of road on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, Oregon State Highway Commission contract No. 1421.

Will you please send us a certified copy of this contract and bond as provided by statute.

Thanking you, we are

Very truly yours,

Dey, Hampson Nelson

17/24
Enclosure

STATE OF OREGON, :
(SS
County of Multnomah, :

I, F. M. EWING, being first duly sworn, say:

That I am the Credit Man of the Standard Oil Company of California at Portland, Oregon, and that I have personal knowledge of the facts hereinafter set forth.

That during the period March 30, 1933, to July 22, 1933, both inclusive, the Standard Oil Company of California at the special instance and request of E. C. Peck & Company, furnished to the said E. C. Peck & Company goods, wares and merchandise, consisting of petroleum products, which said goods, wares and merchandise were used by the said E. C. Peck & Company for the grading of 8.17 miles of road on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, Oregon State Highway Commission contract No. 1421, and that the United States Fidelity & Guaranty Company was the surety on the bond given by the said E. C. Peck & Company for the faithful performance of said work, as provided by law.

I further say that there is now due and owing from E. C. Peck & Company the sum of Eight Thousand One Hundred Fifty-two and 30/100 Dollars ($8,152.30) on account of goods, wares and merchandise used by said debtor in connection with the prosecution of the work above described, and I make this affidavit for the purpose of securing a certified copy of the contract and bond as provided by law.

F M Ewing

Subscribed and sworn to before me this 10 day of October, 1933

Notary Public for Oregon

My commission expires: 1-15-35

RECEI
OCT 1

#1421

182-a

October 14, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 11 enclosing copies of notice of claim filed by The Giant Powder Company against E. C. Peck & Company in connection with its contract for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

We are today forwarding copies of the notice to the surety and the contractor.

Very truly yours

Secretary

AJ

October 14, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 11 enclosing copies of notice of claim filed by Oregon-Washington Powder Company against E. C. Peck & Co. in connection with its contract for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-JohnDay Highway in Grant County.

We are today forwarding copies of the notice to the surety and the contractor.

Very truly yours

Secretary

AJ

October 14, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price
Porter Building
Portland, Oregon

Gentlemen:

We are handing you copies of notices of claims that have been filed with the Secretary of State against E. C. Peck & Company in connection with its contract for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County:

The Giant Powder Company........	$14,177.30
For explosives	
Oregon-Washington Powder Company	7,741.08
For explosives	

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc E. C. Peck & Co.
455 E. Morrison St.
Portland, Oregon

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1933
OREGON

October 11, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by The Giant Powder Company for materials furnished in the amount of $14,177.30 against the bond taken from E. C. Peck & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, State Highway contract No. 1421.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

THE
POWDER GIANT COMPANY
Consolidated

"Everything for Blasting"

833 Pacific Bldg.,
Portland, Oregon,
October 10, 1933.

TO THE HONORABLE HAL E. HOSS, SECY OF STATE
OF THE STATE OF OREGON, AND TO THE STATE OF OREGON.

Notice is hereby given that the undersigned, The Giant Powder Company, Con., has a claim for explosives in the sum of fourteen thousand one hundred seventy-seven dollars and thirty cents ($14,177.30) against the bond taken from E. C. Peck & Company, principal, and the United States Fidelity & Guaranty Company, surety in connection with the prosecution of the work of grading the Flowers Gulch-Long Creek Section of Pendleton-John Day Highway in Grant County, Oregon. Oregon State Highway Commission Contract No. 1421.

Dated at Portland, Oregon, October 10, 1933.

THE GIANT POWDER COMPANY, CON.

By L. V. Rex

Endorsed: File No. 2524
Filed October 11, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
OCT 1

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1933
OREGON
STATE HIGHWAY COMMISSION

October 11, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Oregon-Washington Powder Company for materials furnished in the amount of $7741.08 against the bond taken from E. C. Peck & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, State Highway contract No. 1421.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

Secretary of State

OREGON-WASHINGTON POWDER CO.
Distributors
GIANT
Explosives
Clackamas, Oregon

October 10, 1933.

TO THE HONORABLE HAL E. HOSS, SECY OF STATE
OF THE STATE OF OREGON, AND TO THE STATE OF OREGON.

Notice is hereby given that the undersigned, the Oregon-Washington Pdr. Co., has a claim for explosives in the sum of Seven Thousand seven hundred forty-one dollars and eight cents ($7741.08) against the bond taken from E. C. Peck & Company, principal, and the United States Fidelity & Guaranty Company, surety in connection with the prosecution of the work of grading the Flowers Gulch-Long Creek Section of Pendleton-John Day Highway in Grant County, Oregon. Oregon State Highway Commission Contract No. 1421.

Dated at Clackamas, Oregon, October 10, 1933.

OREGON-WASHINGTON PDR. CO.

By W. F. Haberlach
Manager.

Endorsed: File No. 2323
Filed October 11, 1933
HAL E. HOSS,
Secretary of State

October 11, 1933

United States Fidelity & Guaranty Co.
C/o C. G. Price
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by Armour and Company against E. C. Peck & Company for materials furnished in connection with contract No. 1421 which was awarded E. C. Peck & Company for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County. This claim is in the amount of $824.45.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - E. C. Peck & Co.
455 E. Morrison St.
Portland, Oregon

October 11, 1933

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 7th with attached copies of notice of claim which has been filed by Armour and Company against E. C. Peck & Company for provisions furnished amounting to $824.45 in connection with contract No. 1421 which was awarded E. C. Peck & Company for grading the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

In accordance with our usual practice we are today sending a copy of this notice of claim to the surety and to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1933

October 7, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gemtlemen: Attention Mr. H. B. Glaisyer, Secretary

Armour and Company has today filed in this office a notice of claim for materials furnished in the amount of $824.45 against the bond taken from E. C. Peck & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Flower Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, State Highway contract No. 1421.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies and oblige,

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

RECEIVED
OCT 11 1933
OREGON

ARMOUR AND COMPANY
General Offices: Union Stock Yards
Chicago, Illinois

401 N. W. 13th Avenue
Portland, Ore.

Oct. 6, 1933.

TO THE STATE OF OREGON,

Salem, Oregon.

Notice is hereby given that the undersigned, Armour and Company, of Portland, Oregon has a claim for provisions furnished as per attached invoices in the sum of Eight Hundred Twenty-Four and 45/100 Dollars ($824.45), against the bond taken from E. C. Peck & Co. and the United States Fidelity and Guaranty Co. for the work of contract #1421, the Flower Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

ARMOUR AND COMPANY

BY: M. L. HESTON

MLH MB

Endorsed: File No. 2316
Filed October 7, 1933
HAL E. HOSS,
Secretary of State

STATEMENT

To ARMOUR AND COMPANY, Dr.
401 N. W. 13th Avenue
Portland, Ore.
Phone Broadway 6506

Oct 6 - 1933

M E. C. Peck & Co.
729 S. E. Morrison

Bill Rendered			Forward	906 02	
4 3	63 27	7 10		68 43	
10	62 87				
24	51 79				974 45
5 3	102 67				
15	102 24	5 27	Paymt		150 00
22	118 81				
-	14 60				
29	57 21				824 45
6 5	78 77				
12	96 39				
19	72 62				
26	84 26				

* * * * * * * * * * * *

Invoice from
ARMOUR and COMPANY

Branch House at Portland, Oregon
Ticket No. 7718
Apr 3 1933
Terms

E. C. Peck & Co.
455 E. Morrison

Qrts or Pieces	Description	Weight	Price	Amount
	C. B. Butter	120	18	21 60
	Pork Links	50	13	6 50
12	Mel Bacon	103	15	15 45
7	- hams	101	14	14 14
1/65	Star lard	65	6½	4 23
	bologna	12¼	11	1 35
				63 27

Apr 10 1933 Ticket No. 8959

Qrts or Pieces	Description	Weight	Price	Amount
7	star hams	103 3/4	14½	15 04
12	Mel Bacon	105	15	15 75
	bologna	25	11	2 75
	c b butter	120	19	22 80
1/60	W. K. shortening	60	6	3 60
1/45	- -	45	6½	2 93
				62 87

Apr 24 1933 Ticket No. 11262

Qrts or Pieces	Description	Weight	Price	Amount
13	Star hams	205	13½	27 68
	bologna	29	10	2 90
	pork saus	30	13	3 90
	c b butter	60	23	13 80
1 cs	cheese	27	13	3 51
				51 79

		May 1 1933	Ticket No. 12480		
	bologna		27	10	2 70
	franks		25	10	2 50
	pork links		30	14	4 20
	C. B. butter		120	24	28 80
14	W L. bacon		119	15	17 85
12	star hams		202	14½	29 29
1 cs	cheese		25½	15	3 83
3 -	eggs		90	15	13 50
					102 67
		May 15 1933	Ticket No. 15478		
3/45	W. C. shortening		135	7½	10 13
7	star ham		115½	14½	16 75
13	W. L. Bacon		106	15½	16 43
	S. C. weiners		15	11	1 65
	Thuringer Saus		10	17	1 70
	pork saus		25	14	3 50
1 cs	cheese		25½	16	4 08
	C. B. butter		120	24	28 80
4 cs	eggs		120	16	19 20
					102 24
		May 22 1933	Ticket No. 16703		
6	pork loins		55	11	6 05
6	" legs		79½	11	8 75
					14 80
		May 22 1933	Ticket No. 16699		
5 cs	eggs		150	18	27 00
15	W. L. Bacon		105	16¼	17 06
16	star Ham		205	16½	33 83
	pork links		25	15	3 75
	Thuringer saus		15 3/4	17	2 68
	lge bologna		15½	11	1 71
1 cs	cheese		25½	16	4 08
	C. B. butter		120	24	28 80
					118 91
		May 29 1933	Ticket No. 18011		
5 cs	eggs		150	18	27 00
	C. B. butter		60	23	13 80
	pork links		25	15	3 75
5	" legs		56½	12	6 78
5	" loins		49	12	5 88
					57 21
		June 5 1933	Ticket No. 19288		
1 cs	loaf cheese		25½	15	3 83
	S. C. weiners		25	12	3 00
6	star hams		100	16½	16 50
	W. L. bacon		104½	16½	17 24
	pork links		25	16	4 00
	lge bologna		17½	12	2 10
5	pork legs		47½	12	5 70
5	" loins		50	12	6 00
4 cs	eggs		120	17	20 40
					78 77
		June 12 1933	Ticket No. 20700		
1 cs	5/5 loaf cheese		25½	15	3 83
6	star hams		101	16 3/4	16 92
	S. C. franks		18½	12	2 22
	pork links		20	15	3 00
	lge bologna		20	12	2 40
5	pork legs		61	12	7 32
5	" loins		52	12	6 24
	Thuringer saus		18	17	3 06
	C. B. butter		120	23	27 60
5 cs	eggs		150	16	24 00
					96 59

June 19 1933 Ticket No. 22057

1	hind beef	156	14	21 84
6	W. L. bacon	51¼	16½	8 46
6	star hams	100	16	16 00
	lgs bologna	20½	12	2 46
	Muenchener saus	15½	16	2 48
	S. C. weiners	16¼	13	2 11
	pork links	20	16	3 20
5	" legs	57½	12½	7 19
5	" loins	55	12½	6 88
				72 62

June 26 1933 Ticket No. 23828

5	Pork legs	59	11	6 49
5	" loins	48	11	5 28
	" links	20	15	3 00
	bologna	17	12	204
	Thuringer saus	16	17	2 72
	S. C. weiners	16½	12	1 98
6	star hams	101	17	17 17
6	W. L. bacon	52¼	16½	8 62
	C. B. butter	60	23	13 80
4 cs	eggs	120	16	19 20
1 "	cheese 3/5	26½	15	3 98
				84 28

July 10 1933 Ticket No. 25434

10	pork shoulders	109	8	8 72
6	star hams	100	16½	16 50
3	pork loins	28½	11	3 14
	S. C. weiners	11 3/4	12	141
	Nel pork links	10	15	1 50
	bologna	10½	12	1 26
3 cs	eggs	90	18	16 20
	C. B. butter	60	25	15 00
3	W. L bacon	28½	16½	4 70
				68 43

Fixed Flavor Star Ham —"The Ham What Am" —
Nothing Better - Always a Seller

Endorsed: File No. 2316
Filed October 7, 1933
HAL E. HOSS,
Secretary of State

#1421

182-a

October 11, 1933

United States Fidelity & Guaranty Co.
C/o C. C. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Standard Oil Company against E. C. Peck and Company for material furnished amounting to $3,152.30 in connection with contract No. 1421 which was awarded E. C. Peck & Company for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - E. C. Peck & Co.,
455 East Morrison St.,
Portland, Oregon

October 11, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 7th with attached copies of notices of claim which has been filed by the Standard Oil Company of California for materials furnished in the amount of $8,152.30 against E. C. Peck & Company in connection with their contract No. 1421 for grading the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

In accordance with our usual practice we are today sending a copy of this claim to the surety and to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

October 11, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 7th with attached copies of notices of claim which has been filed by the Standard Oil Company of California for materials furnished in the amount of $8,152.30 against E. C. Peck & Company in connection with their contract No. 1421 for grading the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

In accordance with our usual practice we are today sending a copy of this claim to the surety and to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1933

October 7, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

Messrs. Dey, Hampson & Nelson, Attorneys at Law, Portland, Oregon, have today filed a notice of claim by the Standard Oil Company of California for materials furnished in the amount of $8,152.30 against the bond taken from E. C. Peck & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, contract No. 1421.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

PY

TO THE STATE OF OREGON
AND
TO HAL E. HOSS, SECRETARY OF STATE:

NOTICE IS HEREBY GIVEN that the undersigned, STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of Eight Thousand One Hundred Fifty-two and 30/100 ($8,152.30) Dollars, against the bond taken from E. C. Peck & Company, Principal and United States Fidelity & Guaranty Company, Surety, for the work of grading 8.17 miles of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, Oregon State Highway Commission Contract No. 1421.

Dated October 4th, 1933.

STANDARD OIL COMPANY OF CALIFORNIA

By R. T. VIVIAN

Endorsed: File No. 2514
Filed October 7, 1933
HAL E. HOSS,
Secretary of State

#1421

182-a

October 11, 1933

United States Fidelity & Guaranty Co.
C/o C. C. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed, in the amount of $1064.87, by the General Grocery Company against E. C. Peck & Company for materials furnished that company in connection with contract No. 1421 which was awarded them for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc. - E. C. Peck & Co.
455 E. Morrison St.,
Portland, Oregon

Oct. 11, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of October 7th with attached copies of notice of claim which has been filed by the General Grocery Company against E. C. Peck & Company for materials furnished that company in connection with contract No. 1481 covering the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County. This claim is in the amount of $1064.57.

In accordance with our usual practice we are today sending a copy of this notice of claim to the surety and to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1933

October 7, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The General Grocery Company, Inc. has today filed a notice of claim for materials furnished in the amount of $1064.57 against the bond taken from E. C. Peck & Company, principal, and U. S.Fidelity and Guaranty Company, surety, for work on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, Oregon, State Highway contract No. 1421.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

TO THE STATE OF OREGON,

Salem, Oregon.

Notice is hereby given that the undersigned, the General Grocery Company, Inc. of Portland, Oregon, has a claim for provisions furnished as per attached invoices in the sum of One Thousand Sixty Four and 57/00 Dollars ($1064.57), against the bond taken from E. C. Peck & Co. and the United States Fidelity and Guaranty Co. for the work of contract #1421, the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

GENERAL GROCERY COMPANY, Inc.

By MASON EHRMAN
Treas.

* * * * * * * * * * *

GENERAL GROCERY COMPANY
WHOLESALE GROCERS
8 to 28 S. W. First Avenue
Phone ATwater 2561
Portland, Oregon

E C PECK & CO
LONG CREEK ORE

Date	Terms	Charges	Credits	Total Charges this month	Balance
Feb					
6	1%	207 50			
6	1%	6 69			
14	1%	5 60			
20	1%	57 53			
27	1%	87 55			
MAR					
6	1%	109 99			
16	1%	127 55			
20	1%	52 75			
24	CSH		200.00		
APR					
3	1%	76 12			
3	1%	72 61			
11	1%	67 48			
13	1%	71 38			
26	1%	1 28			
25	1%	55 10			
25	1%	161 29			
25	1%	11 55			
27	CSH		550 00		

MAY					
4	1%	153 41			
8	1%	12 45			
15	1%	211 39			
15	1%	5 00			
15	1%	7 20			
15	1%	7 20			
15	1%	6 30			
22	1%	68 42			
25	1%	6 50			
26	CSH		500 00		
29	1%	72 57		Forward	611 79
JUNE					611 79
8	1%	127 27			
6	1%	6 68			
12	1%	81 68			
12	1%	120 62			
26	1%	66 66			
JUL					
10	1%	48 49			
10	NET	1 38			1064 57

Endorsed: File No. 2317
Filed October 7, 1933
HAL E. HOSS,
Secretary of State

#1421

1421-a

OREGON HIGHWAY COMMISSION

PORTLAND, OREGON

October 4, 1935

General Grocery Company,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

In response to your inquiry of October 3rd we wish to advise that the E. C. Peck & Company No. 1421 which is known as the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County was completed July 27, 1935. The contract was accepted by the Highway Commission on August 24, 1935.

The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Bldg., Portland, is resident agent.

Very truly yours,

Secretary.

Dist. by J. McFarland.

GENERAL GROCERY COMPANY INC
MANUFACTURING
WHOLESALE GROCERS
8 TO 28 S. W. FIRST AVENUE
PORTLAND, OREGON

NRA MEMBER U.S. WE DO OUR PART

Oct.3,1933

Oregon State Highway Commission,
Salem,
Oregon.

Dear Sirs:-

Will you kindly advise us the number and description of the job just finished by E.C.Peck & Co. at Long Creek, Oregon? We find that it is going to be necessary to file our claim with the bonding company on this account.

Thanking you for your courtesy, we are

Yours truly,
Credit Dept.

FAD

RECEIVED
OCT - 1933
OREGON
[illegible]

QUALITY SUPREME
Preferred Stock
FOOD PRODUCTS

Cont. #1448 - R. H. Jones

Retained percentage is $1,208.85 - Final payment will be approximately [illegible] / 12-a
$2,625.81 - Total amount [illegible]
Paid to date:- [illegible]

October 2, 1933

The Metropolitan Casualty Insurance
Company of New York
708 Wilcox Building
Portland, Oregon

Attention: Robert K. Shimmin
Supt. of Claims

Gentlemen:

Reply is made to your inquiry of the 29th ult. regarding R. H. Jones' contract for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, being State Highway Contract No. 1448.

Our records show that retained percentage in connection with this contract now amounts to $1,208.85. The records indicate that the final payment to Mr. Jones will be in the approximate sum of $2,625.81, which includes the retained percentage. We anticipate that final payment will be made to Mr. Jones in about thirty days.

Regarding your request that the final warrant be mailed to Mr. Jones through your office, will say that we will endeavor to do this if Mr. Jones will write us, directing us to make the payment in this manner.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:RMB

#1448
Grant Co
182-a

Sept, 30, 1933

#1448 - R. H. Jones -

Retained percentage is $1,208.85 - Final payment will be approximately $2,625.81 - Total amount paid will be approximately $15,780.00 - Paid to date:- $13,362.17 - Final will be paid in about 30 days.

ITAN
NCE CO.

September 29, 1933

H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: R. H. Jones, Principal

In connection with the above principal's contract for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, I would appreciate your advising us the amount of the final estimate and the amount of retained percentage due Mr. Jones. Also, will you kindly advise us when Mr. Jones may reasonably expect the payment of the final estimate.

According to Mr. Jones, he has approximately $3,000 due him in the final estimate and retained percentage. The total amount of outstanding bills will not exceed this sum, and I would appreciate your advising me whether or not it would be possible for you to mail the final draft through this office so we can see that all labor and material men are paid out of the final account.

Yours very truly,

ROBERT K. SHIMMIN, Supt. of Claims.

RKS/De

Ans. per our [illegible] statement

#1448
Grant Co
182-a

THE METROPOLITAN
CASUALTY INSURANCE CO.
OF NEW YORK
CHARTERED 1874

PACIFIC DEPARTMENT
220 BUSH STREET
SAN FRANCISCO, CALIF.

PORTLAND BRANCH OFFICE
708 Wilcox Bldg. • ATwater 7521
PORTLAND, OREGON

September 29, 1933

H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: R. H. Jones, Principal

In connection with the above principal's contract for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, I would appreciate your advising us the amount of the final estimate and the amount of retained percentage due Mr. Jones. Also, will you kindly advise us when Mr. Jones may reasonably expect the payment of the final estimate.

According to Mr. Jones, he has approximately $3,000 due him in the final estimate and retained percentage. The total amount of outstanding bills will not exceed this sum, and I would appreciate your advising me whether or not it would be possible for you to mail the final draft through this office so we can see that all labor and material men are paid out of the final account.

Yours very truly,

Robert K. Shimmin
ROBERT K. SHIMMIN, Supt. of Claims.

RKS/De

Ans [illegible] complete statement

#1448

182-a

Sept. 30, 1933.

Metropolitan Casualty Insurance Co. of N.Y.
C/o Geo. D. Hoban, Wilcox Building
Portland, Oregon

Gentlemen:

We are attaching a notice of claim which has been filed by Paul G. Eberly against R. H. Jones for materials furnished in connection with State Highway Contract No. 1448 which was awarded R. H. Jones for construction work on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway.

This information is given you as you appear as surety on the bondfurnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HEG:MC

Secretary

cc - R. H. Jones
2515 Court St.,
Baker, Oregon

Sept. 30, 1933.

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of the copies of notice of claim filed by Paul G. Eberly against R. H. Jones for materials furnished amounting to $22.01 in connection with State Highway Contract No. 1448 which was awarded R. H. Jones for construction work on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway.

In accordance with our usual practice we are today sending copies of this notice to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

September 28, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Paul G. Eberly for materials furnished in the amount of $22.01 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company, surety, for work on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, State Highway Contract No. 1448, has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
SEP 29 1933
OREGON
STATE [illegible]

Harper, Oregon, September 25th, 1933.

To the State of Oregon:

Notice hereby is given that the undersigned Paul G. Eberly has a claim for 1997 pounds diatomaceous earth and 17 jute bags in the sum of twenty two and 01/100 Dollars ($22.01) against the bond taken from R. H. Jones and Metropolitan Casualty Insurance Co. for the work of constructing three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, State Highway contract No. 1448.

PAUL G. EBERLY

Endorsed: File No. 2307
Filed September 28, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
SEP 29 1933
OREGON
STATE [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

September 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Final inspection of F.A.P. Oregon No. E-182-A Long Creek-Flowers Gulch Section, Pendleton-John Day Highway, was made by a representative of this office on September 8, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By A. H. Benedict
A. H. Benedict
Ass't. Highway Engineer

September 23, 1933

Mr. Carl G. Washburne, Commissioner
Oregon State Highway Commission
Eugene, Oregon

Dear Sir:

I am enclosing for your approval a voucher covering semi-final payment to E. G. Peck and Company for work performed under his contract for grading on the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County. Will you kindly sign this voucher and forward it to Mr. Scott for his signature.

This procedure does not follow the regular routine but the contractor is badly in need of money, wherefore I am making this request so as to expedite payment to him.

I want to explain that payment to the contractor is overdue due to the fact that certain records of his job which were returned to the field engineer for correction were lost en route and have not yet been located; hence we were unable to prepare the voucher in the usual manner. On account of this, it is our thought that the contractor should be accommodated by paying the semi-final voucher at this time. If you have no objections, will you kindly sign the voucher and forward it to Mr. Scott. An envelope for this purpose is enclosed for your convenience. I also enclose an addressed envelope for Mr. Scott's convenience in returning the voucher to this office.

Thanking you in advance, I remain

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RRB
cc: L. M. Scott

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

September 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 182-B, the Middle Fork-Flowers Gulch section of the Pendleton-John Day Highway, have today been forwarded with our recommendation for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation is requested.

We note that you have shown the terminus of this project to be Sta. 699+64.81. This point is the center line of columns Bent 5, while the end of the bridge deck and beginning of roadway is one foot additional, or Sta. 699+65.81. We have changed our plans to show the end of Section B and the beginning of Section C as Sta. 699+65.81. Please change your plans accordingly and show revised stationing on the project agreement estimate when submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

#1421

182-a

September 15, 1933

Standard Oil Company of California
Walla Walla
Washington

Attention of Mr. J. Jacobson, District Credit Man

Gentlemen:

Reply is made to your letter of September 14 regarding the E. C. Peck & Company contract for the construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

Our records show that this job was completed July 27, 1933, and was formally accepted by the State Highway Commission on August 24, 1933.

Our retained percentage is $3,002.23, which will be paid as soon as the field notes have been checked in this office. We cannot state at this time what the amount of the final payment will be, but anticipate that it will be approximately the amount of the retained percentage.

It is our opinion that final payment will be made to the contractor within the next thirty days.

Very truly yours

Secretary

EBG:AJ

#1421
Grant Co

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
J. C. EDWARDS
ASSISTANT DISTRICT SALES MANAGER

WALLA WALLA, WASH.

RECEIVED
OFFICE
FIRST NATIONAL BANK BLDG
SOUTH SECOND STREET
P.O. DRAWER
SEP 15 1933
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
Sept. 14, 1933

Oregon State Highway Commission
Salem, Oregon

E. C. Peck & Company

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

Will you please advise this office as soon as the final estimate is made on Job 1421 completed by the above contractors in Grant County; also please inform us as to the amount of this final estimate and if it includes the remaining one half of the retained percentage.

For your convenience, we are enclosing a self-addressed stamped envelope.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

R. T. Vivian, District Sales Manager

By J Jacobson
District Credit Man

GRW:LP

Jim
what is status

#1448

132-a

September 14, 1933

Mr. Paul G. Eberly
Harper
Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 11 stating that R. H. Jones purchased from you one ton of diatomaceous earth for use on highway bridges near Long Creek, for which he has not paid.

The job to which you refer is described as State Highway Contract No. 1448, construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, and was awarded by the State Highway Commission to R. H. Jones.

All successful bidders on state highway projects are required to furnish the State with a surety bond to protect any and all just claims that may be incurred in connection therewith. Such a bond was furnished by Mr. Jones, which was written by the Metropolitan Casualty Insurance Co. Its local agent is Mr. Geo. D. Hoban, Wilcox Building, Portland. It might be advisable for you to write Mr. Hoban and advise him of your bill.

If your bill is not paid within a short time, you should file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is enclosed for your information.

We are also notifying the surety company of the existence of your claim.

Very truly yours

Secretary

AJ

September 14, 1933

Mr. Geo. D. Hoban, Agent
Metropolitan Casualty Insurance Co.
Wilcox Building
Portland, Oregon

Dear Sir:

We are informed by Mr. Paul G. Eberly, Harper, that he has a claim against R. H. Jones in connection with State Highway Contract No. 1448, construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

The amount of the bill is not known to us.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc R. H. Jones
Baker
Oregon

HARPER, OREGON, SEPTEMBER 11TH, 1933.

RECEIVED
SEP 18 1933
OREGON
STATE HIGHWAY COMMISSION

STATE HIGHWAY ENGINEER,
SALEM, OREGON.

DEAR SIR:

ON MAY 1ST, 1933 CONTRACTOR R.H.JONES PURCHASED FROM US ONE TON OF DIATOMACEOUS EARTH FOR USE ON HIGHWAYBRIDGES NEAR LONGREEK, OREGON WE HAVE MAILED HIM NUMEROUS STATEMENTS BUT HAVE BEEN UNABLE TO GET ANY SETTLEMENT FROM HIM, WILL YOU KINDLY ADVISE IF YOU CAN BE OF HELP TO US IN SETTLING THIS MATTER UP.

YOURS TRULY,

Paul G. Eberly

---

to advise you of the exact amount of the final payment at this time.

The above contract was completed on July 27, 1933 and was accepted August 24, 1933.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1421

182-a

August 31, 1933

Standard Oil Company of California,
P. O. Drawer #1197,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of August 29th concerning the E. C. Peck & Company Contract No. 1421 - Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Please be advised that the total amount paid to date on this contract is $97,104.57. The retained percentage is $5,005.23. The final estimate is now being checked in this office but we are not in a position to advise you of the exact amount of the final payment at this time.

The above contract was completed on July 27, 1933 and was accepted August 24, 1933.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1421
[illegible]

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
J. C. EDWARDS
ASSISTANT DISTRICT SALES MANAGER

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P. O. DRAWER 86
WALLA WALLA, WASH.

Portland, Oregon
August 28, 1933.

RECEIVED
AUG 29 1933
OREGON
STATE HIGHWAY COMMISSION

E. C. Peck & Company

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:-

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

With reference to the above contractors' job No. 1421 in Grant County, Oregon known as the Long Creek-Flowers Gulch Section of the John Day-Pendleton Highway:

Will you please advise us the amount of money due the contractor on this job and the amount of the withhold at this time? Will you also please advise us when the job was accepted by the State?

In your letter of August 1st you stated that indications were that the project would over-run the estimated amount of the contract, which was $97,476.00. Please advise if the final figure for settlement has been arrived at. As you are aware, we wish this information to protect our lien rights.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

R. T. Vivian, District Sales Manager

By [illegible]
District Credit Man

GRW:GR

Pd to [illegible] - $97,104.37 [illegible] $3,603.23
[illegible] 27, 1933 - [illegible] Aug 12, 1933

182-a

August 29, 1935

Metropolitan Casualty Insurance Company
706 Wilcox Building
Portland, Oregon

Attention of Mr. Harold S. Hays

Gentlemen:

This acknowledges receipt of your letter of August 25 requesting that all further payments to R. H. Jones in connection with the contract for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway be withheld until you consent to such payment as surety on his bond.

We shall endeavor to comply with your request.

Very truly yours

Secretary

HBG:AJ

cc Mr. C. Smith

Casualty Insurance
Fidelity & Surety Bonds
Semper Progrediens

THE METROPOLITAN
CASUALTY INSURANCE CO.
OF NEW YORK
CHARTERED 1874

PACIFIC DEPARTMENT
220 BUSH STREET
SAN FRANCISCO, CALIF.

PORTLAND BRANCH OFFICE
708 Wilcox Bldg. - ATwater 7521
PORTLAND, OREGON

August 25, 1933

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In Re: Bond 260,273 - R. H. Jones - Contract for construction of three creosoted frame trestles on Long Creek-Flowers Gulch Section of Pendleton-John Day Highway
Contract #1448

As surety on the above captioned bond, we hereby request that you make no further payments to Mr. Jones under this contract until our consent as his surety is received.

Will you kindly acknowledge receipt of this letter?

Yours very truly

THE METROPOLITAN CASUALTY INSURANCE
COMPANY OF NEW YORK

By Harold S Hays

Harold S. Hays, Attorney-in-fact

HSH:N

#1421

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Aug 5, 1933

Section Flowers Gulch-[illegible]

Kind of work Grading

Highway Pendleton-John Day

Section prefix 12PH

Contractor E.C. Peck Co

Contract number 1421 182-a

Date of contract Nov 7, 1932

Date of completion May 31, 1933

Date work started Nov 15, 1932

Estimated date of completion July 27, 1933

Amount of contract $77476.00

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $100116.52

Per cent of contract completed, based on total contract price 100%

Engineering costs to date, $5314.27, 5.31%

Date project was completed July 27, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Job was finished on Thursday of last week camp was ~~cleaned~~ torn down and cleaned up and every one left here on Saturday of last week. The final estimate was completed and taken in to the Division Office on Thursday of this week. The party is now re-running ℄ etc.— on Forest Boundry-Middle Fork Sec. (12 PH)

Dean Duff
Res. Engr.

NOTED
W. LIBBY

NOTED
H. G. SMITH

RECEIVED
AUG 7 - 1933
OFFICE OF
STATE HIGHWAY ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.17				
Miles partially completed					
Miles completed	2.17				
Total estimated quantities	151540				
Estimated quantities moved or placed to date	85140				
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	—				
Hours per shift	—				
Average force on project for week	—				

Percentages of men employed on contract to be secured from:

— County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	— COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	X		
Wednesday	O		
Thursday	X		
Friday			
Saturday			

#1421

182-a

August 5, 1933

E. C. Peck & Company
General Contractors
455 E. Morrison St.
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of August 4 inclosing assignment of claim for the amount due you on Estimate # 9, Contract No. 1421 for construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, which assignment is made out to the Bank of Hoquiam, Hoquiam, Washington.

This also acknowledges receipt of the letter from C. O. Price, Manager of the U. S. Fidelity & Guaranty Company consenting to this assignment.

I shall be pleased to see that the said payment is made in conformance with the provisions of the assignment.

Very truly yours

Secretary

HBG:jn

EAST 8494

E. C. PECK & COMPANY
GENERAL CONTRACTORS

HOME OFFICE
455 EAST MORRISON STREET
PORTLAND, OREGON

August 4, 1933

Oregon State Highway Commission,
Salem, Oregon.

Attention of Mr. H. B. Glaisyer, Secretary.

Gentlemen:

We are enclosing herewith Assignment of Claim for amount due on our estimate No.9- Contract No.1421, Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, to the Bank of Hoquiam, Hoquiam, Washington. Also enclosing Letter of Consent of our surety U. S. Fidelity & Guaranty Company.

We trust this will meet with your approval.

Very truly yours,

E. C. Peck & Company

By E. C. Peck

ECP/FXK

encl.

RECEIVED
AUG 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

#1421

182-a

August 3, 1933

Linde Air Products Company,
599 Eight Street,
San Francisco, California.

Attention: N. J. Tunnell.

Gentlemen:

Receipt is acknowledged of your letter of August 1st concerning the E. C. Peck & Company contract No. 1421 - Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Please be advised that the above contract was 90% complete on July 10, 1933. The date of completion was July 31st, 1933. However, we have not yet received the field records of this contract so are unable to advise if this contract was actually completed on this date. Claims against this contract must be filed within six months of the date of completion and acceptance of the contract.

The retained percentage held at the present time is $7,310.70.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1421
[illegible]

LINDE AIR PRODUCTS COMPANY—PACIFIC COAST
UNIT OF UNION CARBIDE AND CARBON CORPORATION
UCC
599 EIGHTH STREET
SAN FRANCISCO, CALIF.

EVERYTHING FOR OXWELDING AND CUTTING
LINDE OXYGEN
PREST-O-LITE DISSOLVED ACETYLENE
OXWELD APPARATUS AND SUPPLIES
UNION CARBIDE
UCC

LINDE OXYGEN
UNION CARBIDE
PREST-O-LITE ACETYLENE
OXWELD APPARATUS AND SUPPLIES

August 1, 1933.

IN YOUR REPLY, PLEASE REFER TO FILE:

RECEIVED
AUG 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

VIA AIR MAIL

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Sometime ago you informed us that the E. C. Peck & Company have state highway contract No. 1421 which is known as the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Please advise the date on which the contract has been completed, that is, the date on which the time within which to file claim for protection under the bond begins to run and the date by which such claim must be filed.

We are a creditor by reason of having furnished material to E. C. Peck & Company that was used and consumed in the construction work.

For your convenience, we are enclosing a self-addressed stamped envelope and your early reply will be appreciated.

Very truly yours,

N J Turmell
Credit Department

N.J.Turmell/OW

[illegible] July 10 - $4,738.55
[illegible] $7,310.70

LAP 28 PC

182-a

August 1, 1933

Standard Oil Company
Walla Walla
Washington

Attention of Mr. J. J. Jacobson, District Credit Man

Gentlemen:

Reply is made to your letter of July 28 regarding the status of N. C. Peck & Company's contract for the construction of the Long Creek-Flowers Gulch Section of the John Day-Pendleton Highway in Grant County, being Contract No. 1421.

Our records show that we have paid to the contractor the sum of $92,738.55, and that our retained percentage is $7,510.70. The project was 95% complete on July 10, and the estimated date of completion was July 31, 1933.

Indications are that the project will overrun the estimated amount. We cannot state definitely at this time in what amount this will be.

Very truly yours

Secretary

HBG:AJ

July 29, 1933 -

H. B. G.

E. G. Peck & Company - Contract No. 1421 - Long Creek-Flowers Gulch Section - Grant County.

The total amount paid to date on this contract is $92,738.55 and the retained percent is $7,310.70. Last payment was for work performed to July 10th. Est. #8, amount $3,994.65. This payment was assigned to the Bank of Hoquiam, Hoquiam, Wash. and the warrant was mailed to the above bank on July 25th.

The quantity summary sheet shows $5,854.95 to complete the contract. The contract was 95% complete on July 10th. The estimated date of completion is July 31, 1933.

J. McF.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
J. C. EDWARDS
ASSISTANT DISTRICT SALES MANAGER

WALLA WALLA, WASH.

Portland, Oregon
July 28, 1933.

E. C. Peck & Company

JUL 29 1933

Oregon State Highway Commission
Salem, Oregon

Gentlemen:-

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

With reference to the above contractor's job No. 1421 in Grant County, Oregon, known as the Long Creek-Flowers Gulch Section of the John Day-Pendleton Highway, which contract was let by the State of Oregon Highway Department:

Will you please inform us at your earliest convenience the amount of money that has been paid to this contractor on this job and the amount of the withhold at this time?

We have been informed by our field representatives that this job is now completed. If so, will you please advise this office and also if the job has been accepted by the State. Our records show that the original amount of this contract was $97,476.00. Will you please advise if the amount that the contractor will receive for this job will be in excess of this figure?

As you are aware, we wish this information to protect our lien rights.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

R. T. Vivian, District Sales Manager

By J Jacobson
District Credit Man

GRW:GR

#1421

182-a

PHONE EAST 5494

E. C. PECK & COMPANY
GENERAL CONTRACTORS
HOME OFFICE
455 EAST MORRISON STREET
PORTLAND, OREGON

July 15, 1933

Oregon State Highway Commission,
Salem, Oregon.

Attention of Mr. H. B. Glaisyer, Secretary.

Gentlemen:

We are enclosing herewith Assignment of Claim for amount due on our estimate No.8- Contract No.1421, Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, to the Bank of Hoquiam, Hoquiam, Washington. Also enclosing Letter of Consent from our surety U. S. Fidelity & Guaranty Company.

We trust this will meet with your approval.

Very truly yours,

E. C. Peck & Company

By E. C. Peck

ECP/FXK

RECEIVED
JUL 17 1933
OREGON
STATE HIGHWAY COMMISSION

#1448

182-a

July 10, 1933

Metropolitan Casualty Insurance Co.
% Geo. D. Hoban, Agent
Wilcox Building
Portland, Oregon

[illegible]

Gentlemen:

We are informed that Chas. R. McCormick Lumber Company's claim, in the sum of $1251.69, against R. H. Jones in connection with State Highway Contract No. 1448, construction of trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, has been satisfied.

This information is given you as you appear as surety on Mr. Jones' bond.

[illegible]

Very truly yours

[illegible]

Secretary

AJ

cc R. H. Jones
Baker, Oregon
[illegible]

July 10, 1933

Chas. R. McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Attention of Mr. C. H. Phellers

Gentlemen:

We have received from the Secretary of State a copy of your letter, dated July 7, advising that your claim in the sum of $1251.69 against R. H. Jones has been satisfied.

We are noting this in the records of Mr. Jones' project, and thank you for informing us of this settlement.

Very truly yours

Secretary

HBG:AJ
CC Secretary of State

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIV
JUL 1 0 193
OREGON
STATE HIGHWAY C

July 8, 1933

Oregon State Highway Commission

State Office Building

Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Enclosed is a copy of a letter from the Chas. R. McCormick Lumber Company advising that their notice of claim for $1251.69 against Mr. R. H. Jones has been satisfied.

Yours very truly,

Hal E Hoss

Secretary of State

HM

enc. 1

COPY

CHAS. R. MC CORMICK LUMBER CO.
OF Delaware

McCormick Terminal
Foot of Irving Street
Portland, Oregon

July 7, 1933.

The Hon. Hal E. Hoss,
Secy. State
Salem, Oregon.

Dear Sir:

Please be advised that our claim of $1251.69 against Mr. R. H.Jones has been satisfied.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By C. W. PHELLERS
Auditor.

CWP-N

RECEIVED
JUL 10 1933
OREGON
STATE HIGHWAY COMMISSION

#1448

182-a

June 15, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 13 enclosing copies of notice of claim that has been filed by Chas. R. McCormick Lumber Company against R. H. Jones for materials furnished, in the amount of $1251.69, in connection with State Highway Contract No. 1448, construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

Copies of the notice are being mailed to the contractor and the surety on his bond.

Very truly yours

Secretary

AJ

June 15, 1933

Metropolitan Casualty Insurance Co.
% Geo. D. Hoban,
Wilcox Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed by Chas. R. McCormick Lumber Company with the Secretary of State against F. H. Jones and his surety in connection with his contract for the construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

The claim is in the amount of $1251.69 and is for creosoted lumber furnished to the contractor.

This information is given you as you appear as surety on Mr. Jones's bond.

Very truly yours

Secretary

AJ

cc F. H. Jones
2515 Court St.
Baker, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUN 15 1933
OREGON
STATE HIGHWAY COMMISSION

June 15, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The notice of claim by Chas. R. McCormick Lumber Company for materials furnished in the amount of $1251.69 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty & Insurance Company of New York, surety, for work on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway, contract No. 1448, has been received and filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs.

COPY

CHAS. R. MC CORMICK LUMBER CO.
Of Delaware

McCormick Terminal
Foot of Irving Street
Portland, Oregon

June 12, 1933.

The Hon. Hal E. Hoss, Secy State
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Chas. R. McCormick Lumber Co., has a claim for Creosoted material in the sum of $1251.69 against the bond taken from the Metropolitan Casualty & Insurance Co., of New York for work on Three frame trestles on the Long Creek Flowers Gulch Section of the Pendleton John Day Highway in Grant County awarded to R. H. Jones, State Highway Contract #1448.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By C. W. Phellers
Auditor.

c/c Mr. Geo. D. Hoban
CWP-N

This is in addition to our claim for $882.61

Endorsed: File No. 2261
Filed June 13, 1933
HAL E. HOSS,
Secretary of State

FORM 8-A4 7500 5M 3-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

82-2

June 7, 1933

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

Field Engineers' Weekly Reports are not being sent in promptly on the Flower's Gulch and Drinkwater Pass Section.

It is very important that these reports reach the Salem office on Monday as this is the only way we have in keeping in contact with the various jobs.

Both Mr. Bickmore and Mr. Swift have been rather lax in sending in their reports. Will you please advise all engineers in your division to make their Weekly Reports in time to reach Salem on Monday.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low

Mr. Baldock

PR 18-A

J U N E
Sixth
1 9 3 3

Mr. W. G. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

It is noted that in our letter to you under date of June 5 we gave you the prefix of 15 PJ, for the grading of the Forest Boundary-Middle Fork Section of the Pendleton-John Day Highway, instead of Prefix 12 PJ. Will you please make the necessary correction in your records.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ME

cc Mr. H. G. Smith

COMMISSIONERS

OREGON STATE HIGHWAY COMMISSION

PR 182

JUNE
Fifth
1933

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Complying with the request in your letter of June 3, we have assigned Prefix 15 FJ for the grading of the Forest Boundary-Middle Fork Section of the Pendleton-John Day Highway in Grant County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ME

cc Mr. H. G. Smith

FORM 2-M-1 8079 1M 10-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 3, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. S. H. Probert

Dear Sir:

Will you kindly furnish construction prefix for the grading of the Middle Fork-Forest Boundary Section of the Pendleton-John Day Highway in Grant County. It is necessary to excavate some test holes for the benefit of the contractors bidding the work, and this work should be charged to the construction prefix.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW

cc H. G. Smith.

#1421

June 8, 1933

Standard Oil Company of California,
Portland, Oregon.

Attention: J. Jacobson, Dist. Credit Man

Gentlemen:

Receipt is acknowledged of your letter of June 8th concerning the E. C. Peck & Company contract No. 1421 for the construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Please be advised that the total amount paid the contractor to date in connection with the above contract is $70,648.90 and the retained percentage is $7,810.70. The original completion date of the contract was May 31, 1933 but the time limit has been extended to July 31, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
J. C. EDWARDS
ASSISTANT DISTRICT SALES MANAGER

~~WALLA WALLA, WASH.~~

Portland, Oregon
June 5, 1933

RECEIVED
JUN 5 - 1933
OREGON STATE HIGHWAY COMMISSION

E. C. Peck & Company

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

With reference to the above contractor's job #1421 in Grant County, Oregon, known as the Long Creek-Flowers Gulch Section of the John Day-Pendleton Highway, which contract was let by the State of Oregon Highway Department:

Will you please inform us at your earliest convenience the amount of money that has been paid to date to this contractor on this job, and the amount of the withhold at this time. It is our understanding that the total contract price is $97,476, and if any change has been made in this figure please inform us. We have also been informed that the contractor was given an additional 60 days from May 31 to complete this contract with no penalties.

As you are aware, we are desirous of this information to protect our lien rights.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

R. T. Vivian, District Sales Manager

By J Jacobson W.
District Credit Man

GRW:LP

Pd to date — $79,148.40
Retained $7,310.70

#1448

132a

May 24, 1933

Mr. R. H. Jones,
Long Creek, Oregon.

Dear Sir:

We have your letter of May 22nd requesting an extension of time of 60 days on your contract No. 1448 for the construction of three trestles on the Long Creek-[illegible] Gulch Section in Grant County.

Please be advised that before your application for an extension of time can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Kindly secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

May 5, 1933

E. C. Peck & Company
455 East Morrison Street
Portland, Oregon

Gentlemen:

We acknowledge receipt of your letter of May 4 inclosing your assignment of moneys due under estimate number six, State Highway Contract No. 1421 for the construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, to the Bank of Hoquiam, together with the surety's consent to such assignment.

We shall endeavor to comply with the provisions of the assignment in making payment.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

NOTED
MAY 5 33
CARL F. SMITH
AUDITOR

PHONE EAST 5494

E. C. PECK & COMPANY
GENERAL CONTRACTORS

HOME OFFICE
455 EAST MORRISON STREET
PORTLAND, OREGON

May 4, 1933

Oregon State Highway Commission,
Salem, Oregon.

Attention of Mr. H. B. Glaisyer, Secretary

Gentlemen:

We are enclosing herewith Letter of Consent from our surety, U. S. Fidelity and Guaranty Company, and also Assignment of Claim for all monies due us on our Estimate No.6 - Contract No.1421, Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway, to The Bank of Hoquiam.

Your favorable consideration is appreciated.

Very truly yours,

E. C. Peck & Company

By E. C. Peck.

ECP/FK

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. E. 182-A

April 21, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
APR 22 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer.

Encl.

Hwy. 14118

Form P. R. 2
State Oregon
Project No. E-182, Section A

RECEIVED
APR 22 1933
OREGON
STATE HIGHWAY COMMISSION

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 23rd day of March, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 2nd day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

forty-four thousand, nine hundred eighty-three and 22/100

dollars ($44,983.22) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1930.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the village of Long Creek in the E½ of Section 9, T 10 S, R 30 E, W.M. and survey station 431+60 in the SE¼ of Section 35, T 8 S, R 30 E, W.M.,

, length 8.174 miles, in Grant County, being Section A of Oregon Federal Aid project No. E-182, consisting of 8.130 miles of roadway and 3 bridges, each of more than 20 feet clear span, 0.044 of a mile in length., known locally as the Long Creek-Flowers Gulch section of the "Pendleton-John Day Highway between official control points a point on F.A.Route #8 near Nye and a point on F.A.Route #5 near John Day."

OF PUBLIC ROADS
EIVED
6 1933

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $107,323.60, Federal Aid $38,600.50, Three bridges, approved estimate $17,729.80, Federal Aid $6,383.72.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ....A..... of said project shall not in any event exceed the sum of ...forty-four thousand, nine hundred eighty-three and 22/100................ dollars ($.44,983.22.......), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of.............................. ......one hundred twenty-four thousand, nine hundred fifty-three and 40/100.............. dollars ($...124,953.40.....), the approved total estimated cost of Section .....A.... of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to.............................

..............................the State Treasurer..............................
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of..............Oregon..............................
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: .....Chap. 41, Laws of 1927.............
(Include reference to statute authorizing

....

funds and probable amount annually available)

....

....

....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

#1421

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 10th day of April, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

2

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **E-182,A** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **124,953.40** as the total estimated cost of said project, and the sum of $ **44,983.22** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this APR 10 1933 day of
one thousand nine hundred and

R. G. Tugwell
Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

#1421

182-a

PHONE EAST 5494

E. C. PECK & COMPANY
GENERAL CONTRACTORS

HOME OFFICE
455 EAST MORRISON STREET
PORTLAND, OREGON

April 5, 1933

Oregon State Highway Commission,
Salem, Oregon.

Attention of Mr. H. B. Glaisyer, Secretary

Gentlemen:

We are enclosing herewith Letter of Consent from U. S. Fidelity and Guaranty Company, and also Assignment of Claim for all moneys due us on our Estimate No.5- Contract No.1421 Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway to The Bank of Hoquiam, Hoquiam, Washington.

We hope that this will meet with your approval.

Very truly yours,

E. C. Peck & Company

By E C Peck

ECP/FK

#1448

182-R

March 28, 1933

Metropolitan Casualty Insurance Co.
℅ Geo. D. Hoban, Agent
Wilcox Building
Portland, Oregon

Gentlemen:

We enclose copy of notice of claim that has been filed with the Secretary of State by Chas. R. McCormick Lumber Company against the surety bond furnished by R. H. Jones in connection with State Highway Contract No. 1448, construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

The claim is in the sum of $882.61 and is for materials furnished to Mr. Jones.

This information is given you as you appear as surety on Mr. Jones' bond.

Very truly yours

Secretary

AJ

cc R. H. Jones
Baker, Ore.

March 28, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 27 enclosing copies of notice of claim filed by Chas. R. McCormick Lumber Company against the surety bond furnished by R. H. Jones in connection with State Highway Contract No. 1448, construction of three trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

Copies of the notice are being mailed to the contractor and his surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

March 25, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

We have received and filed today a notice of claim by Chas. R. McCormick Lumber Company for materials furnished in the sum of $882.61 against the bond taken from R. H. Jones, principal, and Metropolitan Casualty Insurance Company of New York, surety, for work on the Long Creek Flowers Gulch Section of the Pendleton-John Day Highway in Grant County, State Highway contract No. 1448.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal E Hoss

Secretary of State

HM
Enc. 3

RECEIVED
MAR 28 1933

COPY

CHAS. R. MC CORMICK LUMBER CO.
of Delaware

McCormick Terminal
Foot of Irving Street

Portland, Oregon

March 22, 1933.

Hon. Hal E. Hoss, Secy State
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, Chas. R. McCormick Lumber Co., has a claim for Creosoted material in the sum of $1116.90 against the Bond taken from Aetna Casualty & Surety Co, for work on Bridge over Miller Creek near Monroe on west side of Pacific Highway in Vinton County., awarded to A. G. Enright, State Highway Contract #1415.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.
Auditing Dept.

By C. W. Phellers
Auditor.

CWP-M

Endorsed: File No. 2228
Filed March 25, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
MAR 28 19

152-2

March 23, 1933

Chas. R. McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Gentlemen:

In response to your inquiry of March 22 we are pleased to give you the following information:

State Highway Contract No. 1448, awarded to R. H. Jones for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County.

The surety bond furnished by Mr. Jones was written by the Metropolitan Casualty Insurance Co. of N. Y. Mr. Geo. D. Hoban, Wilcox Building, Portland, is its resident agent.

State Highway Contract No. 1433, construction of a bridge over South Fork of Silver Creek on Silver Creek Falls Secondary Highway No. 163 in Marion County, awarded to Oscar Storaasli.

The surety bond furnished by Mr. Storaasli in connection with the above-mentioned contract was written by Hartford Accident & Indemnity Company. Homer H. Smith Insurance Agency, Salem, Oregon, is its resident agent.

We cannot give you any data concerning Earl McNutt's contract as it is a federal project. We, therefore, suggest that you communicate with the U. S. Bureau of Public Roads, Postoffice Building, Portland, relative to this contract.

Very truly yours

Secretary

AJ

RTLAND SEATTLE NE RK PHILADELPHIA LOS ANGELES DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN PRESIDENT
C. E. HELMS, FIRST VICE-PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

Portland, Oregon

March 22, 1933.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We are desirous of filing claim with the State covering Creosoted materials furnished the following Contractos for jobs as set forth hereunder:

R. H. Jones	#3 Grant County	3 Bridges Long Creek Bridge Pass Creek Bridge Pine Creek Bridge
Earl Mc Nutt	#214 B P R Project 4-A1-3	Siletz River Grading
O Storaasli	#210 South Fork	Silver Creek Bridge Marion County

Please furnish us with the name of Bonding Company, or Surety furnished by these people so that we will be in a position to make claim complete.

Your promptness will be appreciated.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By
Auditor.

CWP-N

#1421
Grant Co.

1622

March 14, 1933

Linde Air Products Company,
599 Eight Street,
San Francisco, California.

Attention: N. J. Terrell.

Gentlemen:

Acknowledgement is made of your letter of March 9th which was addressed to the Secretary of State and which has been handed to this department for reply concerning E. C. Peck & Company, contractors.

Please be advised that the above firm have state highway contract No. 1421 which is known as the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County. This contract consists of 8.17 miles of grading, and the specified date of completion is May 31, 1933. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom Mr. C. O. Price who has offices in the Porter Building, Portland, Oregon, is resident agent. The amount of the bond is $97,476.00.

The bond furnished is your protection for all labor and material claims.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

LINDE AIR PRODUCTS COMPANY—PACIFIC COAST
UNIT OF UNION CARBIDE AND CARBON CORPORATION
UCC
599 EIGHTH STREET
SAN FRANCISCO, CALIF.

LINDE OXYGEN
UNION CARBIDE
PREST-O-LITE ACETYLENE
OXWELD APPARATUS AND SUPPLIES

Office of the Secretary of State,
Salem,
Oregon.

IN YOUR REPLY, PLEASE REFER TO
FILE: ____________

March 9,1933

Gentlemen:

We understand that a certain project being constructed by the firm of E.C.Peck & Company at Long Creek, Oregon is in pursuance to a contract entered into between that firm and the State of Oregon. Considerable material is being supplied E.C.Peck & Company, as contractors, and for our protection, we would appreciate a little information regarding the contract.

Will you please advise us the nature of the work being done and approximately when the work is expected to be completed. Also, please advise the name and address of the bonding company who are acting as surety on the bond required to be taken by the contractor in such case.

As material men and/or laborers in connection with this contract, we shall greatly appreciate any information you may care to give us in order that we may know where we stand in furnishing such an amount of our materials as is required by the contractors in the performance of their contract.

If this letter is not directed to the proper department, will you kindly see that it reaches that department for reply.

Yours very truly,

Credit Department

N.J.Turmell/E

RECEIVED
MAR 14 1933
OREGON

Respectfully referred to State Highway Commission,

STATE DEPARTMENT

LAP 86 PC

#1448

182-a

March 11, 1935

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of March 10th concerning R. H. Jones contractor.

Please be advised that Mr. Jones has contract No. 1448 for the construction of three frame trestles on the Long Creek-Flowers Gulch Section of the Pendleton-John Day Highway in Grant County. The bond furnished in connection with this contract was written by the Metropolitan Casualty Insurance Company of New York for whom Geo. D. Hoban who has offices in the Wilcox Bldg., Portland, is resident agent. The amount of the bond is $16,118.00. The completion date of the contract is May 31, 1935.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

144x

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 9521

March 10, 1933.

RECEIVED
MAR 11 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

RE: R. H. JONES
Contractor
Baker, Oregon

We have just been advised that Mr. R. H. Jones has been awarded a State Contract building a bridge on Long Creek in the vicinity of Baker, Oregon.

We are contemplating making deliveries to Mr. Jones of petroleum products to be used on this particular contract and desire the following information. Kindly furnish us a complete description of the job, the job number, the amount of the contract, together with the approximate date of completion. We would also like to know the name of the bonding company and the amount of the bond and also the local agent's name and address who wrote the bond.

For your convenience in replying and inclosing the above data you will find attached a self-addressed stamped envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer

District Manager.

LC:R
Inc.

182-a

March 1, 1933

Mr. O. C. Bertsmeyer, Probation Officer
Circuit Court, Multnomah County
Department of Domestic Relations
433 Courthouse
Portland, Oregon

Dear Mr. Bertsmeyer:

Replying to your inquiry of February 28 concerning E. C. Peck & Company, this company was awarded a contract by the State Highway Commission on November 2, 1932 for the construction of the Flowers-Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, consisting of 8.17 miles of grading work, being designated as State Highway Contract No. 1421.

The bond furnished by this contractor in connection with the work was written by U. S. Fidelity & Guaranty Company, for which C. O. Price is the resident manager, with offices in the Porter Building, Portland, Oregon.

Very truly yours

Secretary

HBG:AJ

CIRCUIT COURT
DEPARTMENT OF DOMESTIC RELATIONS

PHONES:
ATWATER 5221
NIGHT: ATWATER 3683

STATE OF OREGON
COUNTY OF MULTNOMAH
435 COURT HOUSE
Portland, Oregon

CLARENCE H. GILBERT, JUDGE
ELIZABETH NETH
CHIEF PROBATION OFFICER

SUBJECT

Feb. 28, 1933.

Highway Commission,
Salem, Ore.

Gentlemen:

Will you please advise this office whether a firm by the name of E. C. Peck Co. are doing work for your Commission, at or near Long Creek, Ore. or at any other point in Oregon.

Thanking you in advance, I am

Very truly yours,

O. C. Bortzmeyer,
Probation Officer.

OCB:W

RECEIVED
MAR 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

182-a

January 31, 1933

The Texas Company
628 Republic Building
Seattle, Washington

Attention of Mr. H. D. Teeters

Gentlemen:

Reply is made to your inquiry of the 27th inst., concerning payments to E. C. Peck & Co., for work performed on the contract awarded to it by the State Highway Commission for the construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway.

Our records show that on January 13 we mailed to said company a warrant in the sum of $4,160.36 for work performed up to December 10, 1932.

Voucher, in the sum of $7,502.65, covering work performed during the month ending January 10, 1933, was sent to the Secretary of State on January 26 for a warrant. The warrant has not as yet been received from the Secretary of State's office but as soon as it is it will be mailed immediately to the Bank of Hoquiam, to which it is assigned.

I might add that the warrant for work performed up to December 10 was also assigned to the Bank of Hoquiam.

This department is not withholding any payments due or payable to E. C. Peck & Co., in connection with the above mentioned work.

Very truly yours

Secretary

HBG:AJ

#1421
Grant, Co

Jan, 30, 1933

Contract #1421 - E. C. Peck & Co. - Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway -

Est. No. 1 - for work performed to Dec, 10th - $4,160.36 - was assigned to Bank of Hoquiam,Washington - warrant mailed Jan, 13, 1933.

Est. No. 2 - for work performed to Jan, 10th - $7,502.63 - is assigned to bank of Hoquiam Wash, Voucher sent to Sec, of State Jan, 26th

No payments are being withheld and it appears that the intend to assign all payments to the Bank of Hoquiam , however, theur surety just consents to one estimate at one time.

J. McF.

LIC BUILDING
WASHINGTON

Gentlemen:

We would appreciate being advised of the extent of payments made to the subject on the highway job at Long Creek, Oregon and of the amount of any payments being withheld at this writing. Any information you may give us will be considered strictly confidential, and for your convenience we enclose self-addressed, stamped envelope.

Very truly yours,

THE TEXAS COMPANY

H D Teeters

H. D. TEETERS

HDT:CP

REFERRED TO
BY SECRETARY

#1421
Grant, Co

THE TEXAS COMPANY
(A CALIFORNIA CORPORATION)
TEXACO PETROLEUM PRODUCTS

SALES DEPARTMENT
SEATTLE DISTRICT
H. D. TEETERS, CREDITMAN

628 REPUBLIC BUILDING
SEATTLE, WASHINGTON

January 27, 1933

E. C. PECK, Long Creek, Ore.
State Highway Job No. E-182-A

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

We would appreciate being advised of the extent of payments made to the subject on the highway job at Long Creek, Oregon and of the amount of any payments being withheld at this writing. Any information you may give us will be considered strictly confidential, and for your convenience we enclose self-addressed, stamped envelope.

Very truly yours,
THE TEXAS COMPANY
H D Teeters
H. D. TEETERS

HDT:CP

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

FORM S-A-1 5503 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

182-a

OREGON STATE HIGHWAY COMMISSION
SALEM

January 18, 1933

IN REPLY PLEASE
REFER TO FILE NO.

E. C. Peck & Company
455 E. Morrison Street
Portland, Oregon.

Gentlemen:

I am enclosing for your signature before a notary public our voucher for $7,502.63 covering estimate 2, contract 1421.

Please note that we have attached a blank assingment form to the inside of the voucher and in case you wish to assign this estimate, please fill in the name of the assignee with their address, and send in the written consent of the surety company to the assignment as so far the only assignment and consent finally received at this office is for estimate 1, which has already been passed for payment.

Yours respectfully,

R. H. BALDOCK,
State Highway Engineer.

By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer
Office.

Enc.

182-a

January 16, 1933

Mr. R. H. Jones
Baker
Oregon

Dear Sir:

We are sending you under separate cover an executed copy of the contract that was recently awarded to you for the construction of three bridges over Long, Pass and Pine Creeks on the Pendleton-John Day Highway in Grant County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

182-a

January 13, 1935

Mr. M. M. Pattison, Assistant Cashier
The Bank of Hoquiam
Hoquiam, Washington

Re: Oregon State Highway Contract
No. 1421

Dear Sir:

The warrant covering payment to E. C. Peck & Company of ~~[illegible]~~ Estimate No. 1 in connection with its contract for the construction of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County, was mailed to you under separate cover this morning.

The warrant was made payable to the order of E. C. Peck & Company, ~~and~~ assigned to The Bank of Hoquiam.

I wish to call your attention to the fact that we have today received a letter from the United States Fidelity & Guaranty Company, surety on the bond of E. C. Peck & Company in connection with this project, in which it consents to the assignment of this one estimate to your bank and states that this consent does not apply to any other estimates which have accrued or which may hereafter become due under such contract.

Very truly yours

Secretary

HBG:AJ

cc E. C. Peck & Co.
435 E. Morrison St.
Portland, Ore.

The Bank of Hoquiam

CAPITAL AND SURPLUS $150,000.00

F. G FOSTER, PRESIDENT
R. D. EMERSON, VICE PRESIDENT
J. G. ROCKWELL, VICE PRES. & CASHIER
M. M. PATTISON, ASS'T. CASH. & TRUST OFFICER
RALPH E. JOHNSON, ASS'T CASHIER

HOQUIAM, WASH.

January 12, 1933

State Highway Commissioner,
Salem, Oregon.

Re: Oregon State Highway Contract
No. 1421

Dear Sir:

Please inform us by return mail how soon we may expect a remittance from you covering Estimate No. 1 on the above contract, assigned to us.

Yours truly,

M M Pattison

M. M. Pattison,
Assistant Cashier

M P:MR

RECEIVED
JAN 13 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 2-A-1 8000 5M 9-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

182-a

OREGON STATE HIGHWAY COMMISSION

SALEM

January 4, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

E. C. Peck & Co.,
1589 E. 56th St.,
Portland, Ore.

Gentlemen:

It has been called to our attention by the Bureau of Public Roads that deductions for hospitalization on the payroll for the first half of December on your Flowers Gulch-Long Creek Grading Project range between $2.00 and $16.50 for half a month. These deductions are entirely too high and it seems that other deductions for that period were also higher than they should have been.

Will you please submit an explanation for these charges.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By HGS
H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
S. H. Probert
Dean Swift
W. C. Williams
Bureau of Public Roads

NOTED

Yes- This has been taken care of. The first estimate is being assigned to the Bank of Hoquiam and will go thru as soon as the Surety consents. The Bank is arranging to have all payments assigned to them and the assignment will be complete before the next estimate is due.

f Hoquiam
PLUS $150,000.00
WASH.

172-C

Copy

7, 1932.

United States Fidelity & Guaranty Company,
Second and Marion,
Seattle, Washington.

Gentlemen:

At the request of our clients, L. C. Peck and Company, we hand you herewith in duplicate assignment from the L. C. Peck and Company of all monies due under State of Oregon Contract No. 1421. We have advanced L. C. Peckand Company funds,secured by this assignment.

The assignment was mailed to the Oregon State Highway Commissioner, Salem, Oregon, but was returned through their attorney with a request that we first obtain your written consent as surety. Mr. Peck telephoned us today that he was apprising you of the situation.

Will you please forward these contracts in duplicate to the State Highway Commissioner, Salem, Oregon, together with your written consent to same in duplicate, with a request that the Oregon State Highway Commissioner place one copy on file, accept the other in the usual manner and forward to us by return mail.

If you desire a copy of this assignment wewill be glad to send it to you upon request.

Yours truly,

M. M. Pattison

M. M. Pattison,
Assistant Cashier.

MMP:B

NOTED
DEC 28 '32
CARL F. SMIT
AUDITOR

The Bank of Hoquiam

CAPITAL AND SURPLUS $150,000.00

F. G. FOSTER PRESIDENT
R. D. EMERSON, VICE PRESIDENT
A. G. ROCKWELL, VICE PRES. & CASHIER
M. M. PATTISON, ASS'T. CASH. & TRUST OFFICER
RALPH E. JOHNSON, ASS'T CASHIER

HOQUIAM, WASH.

Copy

December 27, 1932.

United States Fidelity & Guaranty Company,
Second and Marion,
Seattle, Washington.

Gentlemen:

At the request of our clients, E. C. Peck and Company, we hand you herewith in duplicate assignment from the E. C. Peck and Company of all monies due under State of Oregon Contract No. 1421. We have advanced E. C. Peck and Company funds, secured by this assignment.

The assignment was mailed to the Oregon State Highway Commissioner, Salem, Oregon, but was returned through their attorney with a request that we first obtain your written consent as surety. Mr. Peck telephoned us today that he was apprising you of the situation.

Will you please forward these contracts in duplicate to the State Highway Commissioner, Salem, Oregon, together with your written consent to same in duplicate, with a request that the Oregon State Highway Commissioner place one copy on file, accept the other in the usual manner and forward to us by return mail.

If you desire a copy of this assignment we will be glad to send it to you upon request.

Yours truly,

M. M. Pattison
M. M. Pattison,
Assistant Cashier.

MMP:H

NOTED
DEC 28 32
CARL F. SMITH
AUDITOR

FORM S-K-1 6078 1M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1421

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

112-a

OREGON STATE HIGHWAY COMMISSION

SALEM

December 24, 1932

The Bank of Hoquiam,
Hoquiam, Washington.

Gentlemen:

Your letter addressed to the State Highway Commission under date of December 21st, to which was attached two copies of an assignment made by E. C. Peck & Co. of all monies earned under their contract with the State of Oregon, which assignment was made to the Bank of Hoquiam, has been handed to me for my attention.

I am returning the two copies of the assignment with the following observations:

(1) The contractor must procure the written consent of his surety to the assignment.

(2) Should the surety company consent to the assignment and the assignment then be delivered to the Highway Commission it will be honored and accepted; subject, however, to the prior and superior rights of persons furnishing labor and or materials in connection with the performance of the work, and subject to the prior and paramount rights of the State of Oregon in and to said funds.

(3) Should said assignment be accepted and honored by the Highway Commission and subsequently it develop that claims for material and/or labor are not being paid or that the contractor is not carrying out and performing his contract to the satisfaction of the Commission then no further payments will be made pursuant to the assignment.

Yours very truly

J. M. DEVERS

JMD:PW
Inc.

cc S. H. Probert
Carl Smith
James McFarland

FORM S-A-1 5063 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

182-a

December 23, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
Office.

Dear Sir:

I am herewith forwarding for your examination an assignment in duplicate given by E. C. Peck & Company, contractors, to the bank of Hoquiam, Wash., assigning all moneys due or to become due on their contract with this Commission, No. 1421. There is also a telegram ~~to~~ from the Bank of Hoquiam, stating that the contractor had assigned the money in question and that the contractor claims the first estimate approximately $4,000.00 and that their assignment was the first lien.

In the absence of the secretary, Mr. Probert has suggested that the matter be passed to you for advice, especially in connection with their claim that the assignment constitutes the first lien on the contract. Will you kindly advise your wishes in regard to this assignment as there is an estimate now out to the contractor for signature.

Yours respectfully

Carl F. Smith
Auditor.

CFS L
✓ cc H. B. Glaisyer, Secretary
Office.

December 22, 1932

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Flowers Gulch-Long Creek Section, Project No. E-182-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/GS
Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-182-A

FLOWERS GULCH-LONG CREEK SECTION OF THE
PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on contract prices)

Salem, Oregon, December 20, 1938

ROADWAY

All Required		Clearing and Grubbing		$ 100.00
64,000	cu. yds.	Common Excavation	$0.20	12,800.00
105,000	cu. yds.	Solid Rock Excavation	0.70	73,500.00
263,000	yd. sta.	Overhaul	0.015	3,945.00
23,000	yd. mi.	Truck Haul	0.16	3,680.00
400	lin. ft.	12" Corr. Iron Pipe	1.00	400.00
1,800	lin. ft.	18" Corr. Iron Pipe	1.50	2,700.00
130	lin. ft.	24" Corr. Iron Pipe	2.70	351.00
		Sub-total		$ 97,476.00
		10% Engr. & Cont.		9,747.60
		Total		$107,223.60

BRIDGES

Long Creek Bridge

80	cu. yds.	Excavation	$ 3.00	$ 240.00
10	" "	" below plans	4.00	40.00
32	" "	Class "A" Concrete	21.00	672.00
65	" "	" "B" "	21.00	1,365.00
15,000	lbs.	Metal Reinforcement	.055	825.00
9	M-FBM	Creosoted Lumber	80.00	720.00
25,000	lbs.	Structural Steel	.06	1,500.00
170	lin. ft.	Composite Handrail	3.00	510.00
				$ 5,872.00

Pass Creek Bridge

150	cu. yds.	Excavation	$ 3.00	$ 450.00
15	" "	" below plans	4.00	60.00
28	" "	Class "A" Concrete	21.00	588.00
58	" "	" "B" "	21.00	1,218.00
13,000	lbs.	Metal Reinforcement	.055	715.00
22	M-FBM	Creosoted Lumber	80.00	1,760.00
160	lin. ft.	Composite Handrail	3.00	480.00
				$ 5,271.00

Pine Creek Bridge

100	cu. yds.	Excavation	$ 3.00	$ 300.00
10	" "	" below plans	4.00	40.00
22	" "	Class "A" Concrete	21.00	462.00
58	" "	" [illegible] "	21.00	1,218.00
13,000	lbs.	Metal Reinforcement	.055	715.00
22	M-FBM	Creosoted Lumber	80.00	1,760.00
160	lin. ft.	Composite Handrail	3.00	480.00
				$ 4,975.00

Sub-total, bridges	$16,118.00
10% Engr. & Cont.	1,611.80
	$ 17,729.80

Length of Roadway	8.130 miles
" " 3 Bridges (230.0 ft.)	.044 "
Total Length	8.174 "
Cost per mile	$ 13,188.63

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Exp. Funds
Roadway	$ 107,223.60	$ 38,600.50 (36%)	$ 68,623.10
3 Bridges	17,729.80	6,382.72 (36%)	11,347.08
	$ 124,953.40	$ 44,983.22	$ 79,970.18

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
" " " Maint. : Chap. 41, laws 1927.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-182-A

FLOWERS GULCH-LONG CREEK SECTION
OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate accompanying bridge plans. Not as basis for project agreement.

Salem, Oregon, December 9, 1932

ROADWAY - (CONTRACT PRICES)

All Required		Clearing and Grubbing		$	100.00
64,000	cu. yds.	Common Excavation	$0.20		12,800.00
105,000	cu. yds.	Solid Rock Excavation	0.70		73,500.00
263,000	yd. sta.	Overhaul	0.015		3,945.00
23,000	yd. mi.	Truck Haul	0.16		3,680.00
400	lin. ft.	12" Corr. Iron Pipe	1.00		400.00
1,800	lin. ft.	18" Corr. Iron Pipe	1.50		2,700.00
130	lin. ft.	24" Corr. Iron Pipe	2.70		351.00
		Sub-total		$	97,476.00
		10% Engr. & Cont.			9,747.60
		Total		$	107,223.60

Ⓐ

BRIDGES - (ESTIMATED PRICES)

Long Creek Bridge

80	cu. yds.	Excavation	$2.00	$	160.00
10	cu. yds.	Excavation below plans	4.00		40.00
32	cu. yds.	Class "A" Concrete	20.00		640.00
65	cu. yds.	Class "D" Concrete	20.00		1,300.00
15,000	lbs.	Metal Reinforcement	0.05		750.00
9	M-FBM	Creosoted Lumber	75.00		675.00
25,000	lbs.	Structural Steel	0.06		1,500.00
170	lin. ft.	Composite Handrail	3.00		510.00
				$	5,575.00

Pass Creek Bridge

150	cu. yds.	Excavation	2.00	$	300.00
15	cu. yds.	Excavation below plans	4.00		60.00
28	cu. yds.	Class "A" Concrete	20.00		560.00
58	cu. yds.	Class "D" Concrete	20.00		1,160.00
13,000	lbs.	Metal Reinforcement	0.05		650.00
22	M-FBM	Creosoted Lumber	75.00		1,650.00
160	lin. ft.	Composite Handrail	3.00		480.00
				$	4,860.00

Pine Creek Bridge

100	cu. yds.	Excavation	$2.00	$ 200.00
10	cu. yds.	Excavation below plans	4.00	40.00
22	cu. yds.	Class "A" Concrete	20.00	440.00
58	cu. yds.	Class "B" Concrete	20.00	1,160.00
13,000	lbs.	Metal Reinforcement	0.05	650.00
22	M.B.M.	Creosoted Lumber	75.00	1,650.00
160	lin. ft.	Composite Handrail	3.00	480.00
				$ 4,620.00

Sub-total Bridges	$ 15,055.00
10% Engr. & Cont.	1,505.50
Total	$ 16,560.50

Length of Roadway	8.130 miles
" " 3 Bridges (230.0 ft)	.044 miles
Total length	8.174 "
Cost per mile	$ 13,188.63

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway	$ 107,223.60	$ 38,600.50 (36%)	$ 68,623.10
3 Bridges	16,560.50	5,961.78 (36%)	10,598.72
	$ 123,784.10	$ 44,562.28	$ 79,221.82

October 28, 1932.

Mr. W. R. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Flowers Gulch-Long Creek Section, Project No. E-188-A. Five sets of blueprint plans, one set of original cross-sections and five bid proposals for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emerg. Construction Highway
Project No. E-182-A

[illegible]-LONG CREEK SECTION
OF THE PENDLETON-JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate accompanying plans. Not as basis for project agreement).

Salem, Oregon, October 28, 1932.

ROADWAY

All Required		Clearing and Grubbing		$ 400.00
64,000	cu. yds.	Common Excavation	$ 0.25	16,000.00
105,000	" "	Solid Rock Excavation	0.70	73,500.00
263,000	yd. sta.	Overhaul	0.02	5,260.00
23,000	yd. mi.	Truck Haul	0.15	3,450.00
400	lin. ft.	12" Culvert Pipe	1.00	400.00
1,800	" "	18" " "	2.00	3,600.00
130	" "	24" " "	2.50	325.00
			Sub-total	$102,935.00
			10% Engr. & Cont.	10,293.50
			Total	$113,228.50

BRIDGES (Estimated prices)

Long Creek Bridge

80	cu. yds.	Excavation	$ 2.00	$ 160.00
10	" "	Excavation below plans	4.00	40.00
32	" "	Class "A" Concrete	20.00	640.00
65	" "	Class "D" Concrete	20.00	1,300.00
15,000	lbs.	Metal Reinforcement	0.05	750.00
9	M-FBM	Creosoted Lumber	75.00	675.00
25,000	lbs.	Structural Steel	0.06	1,500.00
170	lin. ft.	Composite Handrail	3.00	510.00
				$ 5,575.00

Pass Creek Bridge

150	cu. yds.	Excavation	2.00	$ 300.00
15	" "	Excavation below plans	4.00	60.00
28	" "	Class "A" Concrete	20.00	560.00
58	" "	Class "D" Concrete	20.00	1,160.00
13,000	lbs.	Metal Reinforcement	0.05	650.00
22	M-FBM	Creosoted Lumber	75.00	1,650.00
160	lin. ft.	Composite Handrail	3.00	480.00
				$ 4,860.00

[illegible] Bridge

100	cu. yds.	Excavation		
10	" "	Excavation below plane	$ 2.00	$ [illegible]
[illegible]	" "	Class "A" Concrete	4.00	[illegible]
[illegible]	" "	Class "B" Concrete	[illegible]	[illegible]
13,000	lbs.	Metal Reinforcement	[illegible]	[illegible]
[illegible]	[illegible]	Creosoted Lumber	[illegible]	[illegible]
100	lin. ft.	Composite Handrail	75.00	[illegible]
			3.00	[illegible]
				$ [illegible]

Sub-total Bridges	$[illegible]
10% Engr. & Cont.	[illegible]
Total	$[illegible]

Length of Roadway	3.170 miles
Length of 7 Bridges [illegible] ft.	[illegible] "
Total length	[illegible] "
Cost per mile, roadway	$[illegible]

SUMMARY OF [illegible]

Item	Total Cost	Federal Aid Funds [illegible]	[illegible]
Roadway	$ [illegible]	$ [illegible] ([illegible])	$ [illegible]
7 Bridges	[illegible]	[illegible] ([illegible])	[illegible]
	$ [illegible]	$ [illegible]	$ [illegible]

WCW:OW

cc H. G. Smith

Pine Creek Bridge

100	cu. yds.	Excavation	$ 2.00	$ 200.00
10	" "	Excavation below plans	4.00	40.00
22	" "	Class "A" Concrete	20.00	440.00
58	" "	Class "B" Concrete	20.00	1,160.00
13,000	lbs.	Metal Reinforcement	0.05	650.00
22	M-FBM	Creosoted Lumber	75.00	1,650.00
160	lin. ft.	Composite Handrail	3.00	480.00
				$ 4,620.00

Sub-total Bridges	$15,055.00
10% Engr. & Cont.	1,505.50
Total	$16,560.50

Length of Roadway	8.130 miles
Length of 3 Bridges 230.0 ft.	.044 "
Total length	8.174 "
Cost per mile, roadway	$13,927.24

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds Requested	Emerg. Constr. Hwy. Funds Requested
Roadway	$ 113,228.50	$ 33,968.55 (30%)	$ 79,259.95
3 Bridges	16,560.50	4,968.15 (30%)	11,592.35
	$ 129,789.00	$ 38,936.70	$ 90,852.30

Engineer.

cc H. G. Smith

FORM 2-M-1 3979 1M 10-32
Commissioners
LESLIE M. SCOTT, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

190-a

NOTED

December 17, 1932.

In Reply Please
Refer to File No.

RECEIVED
DEC 19 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I note from press reports of the last Commission meeting that there remain some $200,000.00 of Federal Emergency funds that may be allotted to other work and not as yet designated.

In the event that this money has not been definitely allotted, I wish to bring to your attention the desirability of placing a portion of this money if possible on the Flowers Gulch-Middle Fork Section of the Pendleton-John Day Highway. This section averages around $40,000.00 per mile for grading costs alone, which will make it difficult for construction with ordinary Federal Aid funds owing to the per mile limitation of approximately $18,000.00. It is my understanding that this limitation does not apply on the Federal emergency money, which would allow the entire costs to be carried by Federal Funds.

The location on this section has been completed and owing to the fact that most of the excavation is rock material, it would afford excellent winter work. There is I believe sufficient time to award a project of some $75,000.00 or $100,000.00 with ample time for completion by June 30th.

There is one other section in this territory which would afford excellent Winter work. This is the reconstruction of the Pendleton-Cold Springs Highway from Pendleton to a point 6.25 miles north. The survey of this section has been completed and the estimated cost of regrading and gravel topping is approximately $45,000.00. This section was originally included in the sections to be constructed with Federal Emergency Funds, but was eliminated owing to the Pendleton-Cold Springs Highway not being placed on the Federal Aid System at the time it was requested.

Very truly yours,

WCWilliams

WCW:OW

Division Engineer.

cc H. G. Smith

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

BP 182-a

OREGON STATE HIGHWAY COMMISSION

SALEM

December 15, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Dean Swift,
Resident Engineer,
Long Creek, Ore.

Dear Sir:

An accusation has been made to the Chairman of the Highway Commission that men employed on the Flowers Gulch-Long Creek job are permitted to work just long enough to cover the fare both ways and hospitalization fees, the insinuation being that they were discharged in order to give some one the fare for transporting them.

Will you kindly cover this with an official report giving the names of the men whom the contractor found necessary to discharge and the reason for the discharge, going into some detail as to what the men were doing and why they were not qualified for the work, and any other information which may have a bearing on the employment situation there.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
W. C. Williams
S.H. Probert

182-a

November 26, 1932

E. C. Peck & Co.
Box 918
Aberdeen, Washington

Gentlemen:

Under separate cover we are sending you for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Flowers Gulch-Long Creek Section of the Pendleton-John Day Highway in Grant County.

Very truly yours,

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 2, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-182-A, the Long Creek-Flowers Gulch section of the Pendleton-John Day Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation, provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

OREGON STATE HIGHWAY COMMISSION
[illegible]
[illegible]

PR E-18-A
2

October 19, 1932.

Mr. W. C. Williams,
Highway Division Engineer,
La Grande, Oregon.

Dear Sir:

Please be advised that we have today assigned Prefix 12 FH for the grading of the Flowers Gulch-Long Creek Project, in accordance with the request contained in your letter of the 17th inst.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by L. R. Parsons/HR.

OMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 17, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

12 PH

Attention: Mr. S. H. Probert

Dear Sir:

Will you kindly assign a job prefix for the Long Creek-Flowers Gulch Grading Project.

Resident Engineer Dean Swift will be moved onto this job before the awarding of the contract, and it will be necessary that the prefix be assigned in advance of the awarding of the contract.

Very truly yours,

WCW:OW

Division Engineer.

RECEIVED
OCT 1[illegible] 1932

CONTRACT# 1422,
1488, 1449,

PR 184-A Odell Lake-Walker Mtn. Sec. 1933
1422-1488-1449 Folder # 2

184 A

April 27, 1935

Mr. R. M. Tapscott, Examiner
The Fidelity and Casualty Co. of New York
60 Sansome Street
San Francisco, California

Dear Sir:

Reply is made to your letter of April 23rd regarding the F. W. Stillwell claim against Starr & McCall in connection with State of Oregon Highway Contract No. 1449.

According to the Oregon statutes the claim must be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the project in order to hold the surety company responsible and liable for the claim. We have no record in this office that Mr. Stillwell's claim was filed at any time with the Secretary of State; hence to our knowledge Mr. Stillwell has not complied with the Oregon statutes in that regard. We have a working arrangement with the Secretary of State whereby he notifies us of all filings of this kind, and we would have received such information regarding Mr. Stillwell's claim if it had been filed. Of course it is now impossible to ascertain the facts because our State Capitol building containing all the records, was burned to the ground Thursday evening of this week.

Our records disclose that this job was completed on September 16, 1933, and was accepted by formal action of the State Highway Commission on October 4, 1933.

Mr. Stillwell has not renewed his filing in this office. The original claim was filed by his attorney, Mr. J. C. O'Neill whose address is Suit 9, Loomis Building, Klamath Falls, Oregon. We have no definite address for Mr. Stillwell and know of no way to reach him except through his attorney.

Very truly yours,

HBG:OG

Secretary

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
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"AMERICA FORE"

The Fidelity and Casualty Company of New York

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R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

April 23, 1935

Oregon State Highway Commission,
Salem,
Oregon.

Dear Gentlemen:- Attention Mr. H.B. Glaisyer-Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-
Highway Contract #1449-

A year ago we had some correspondence with your office in connection with this contract on account of certain unpaid bills.

At that time we were advised that F.W. Stillwell had filed a Notice of Withhold with your Commission in connection with his claim for $331.60 for labor alleged to have been performed on the job. We advised you about that time that we were never able to locate Stillwell, and upon checking with you you did not have any more definite address than we did.

Our understanding of your lien law is that unless the Withhold Notice is sued upon within six months after filing, the lien becomes ineffective and falls of its own weight. Will you please advise me whether I am correct in this assumption, and secondly whether Mr. Stillwell has renewed his lien or withhold.

Thanking you for all past courtesies, I remain,

Sincerely yours,

Tapscott

ATTORNEY

RMT:MB

Completed — Apr 16, 1933
accepted — Oct 4, 1933

164-a

June 22, 1934

R. M. Tapscott, Examiner
The Fidelity & Casualty Co. of N.Y.
60 Sansome Street
San Francisco, California

Dear Sir:

This acknowledges receipt of your letter of June 20 regarding the remaining claims against Starr & McCall's contract No. 1449.

I sent to you, yesterday, by registered mail, the warrant representing final payment in connection with this contract. We regret that we could not send this to you sooner and want you to know that we appreciate your efforts in disposing of the claims against this work.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:mc

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BLANKET
COURT
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FIDUCIARY
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R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

June 20, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer, Secretary-

RE: State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

I appreciate your letter of June 18th. With regard to the two remaining claims, will state that a suit was filed by L. G. Dawson in the Circuit Court of Klamath County recently, the action being entitled "The State of Oregon on the Relation of and for the Use and Benefit of L. G. Dawson - vs- Starr and McCall, The Fidelity and Casualty Company, et al."

The very most that this man's claim is worth would be $100.00, which we have offered but which has been rejected. Our principals, Starr and McCall, have employed Attorneys at Klamath Falls to defend this action in behalf of this company and have requested usnot to pay the claim as filed. There is an offset against the claim of the Chemult Hotel for work done by Starr and McCall for the benefit of that claimant on his premises, and we see no reason why we cannot successfully hold the claim down to the amount above mentioned.

Under the circumstances, the claim will probably not be settled.

As to the claim of F. W. Stillwell for $331.60, I am advised by our Agent at Klamath Falls that Attorney O'Neill who filed the claim for Stillwell has no idea where Stillwell is, and we cannot locate him.

This will obviously hold up the settlement of this matter.

Under the above circumstances, I trust that you will appreciate that we are doing everything we can to facilitate the termination of the several claims, and that voucher to cover the retent will come thru at your earliest convenience.

Yours very truly,

Tapscott

EXAMINER
SAN FRANCISCO

RMT:MB

#1449

184-a

June 21, 1934

Mr. R. M. Tapscott, Examiner
The Fidelity & Casualty Co. of N.Y.
80 Sansome Street
San Francisco, California

Dear Sir:

I am pleased to hand you herewith State of Oregon warrant No. R-74349 drawn on the State Highway Fund to the order of Starr & McCall - Fidelity & Casualty Co. of N.Y., Klamath Falls, Assignee, in the sum of $5,185.85.

This warrant represents final payment due Starr and McCall on State Highway Contract No. 1449 covering the construction of three bridges on the Willamette Highway in Klamath County.

As stated to you in my letter of June 18 our records show that there is still outstanding against this work the claim of the Chemult Hotel in the amount of $504.00 and that of F. W. Stillwell in the amount of $551.60. We shall expect you to satisfy these claims out of the enclosed warrant and to furnish us with withhold releases.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

cc - Starr & McCall
Rt. #1, Box 157
Klamath Falls, Oregon

cc - Geo. P. Donahue
Klamath Falls, Oregon

noted. ans. 6/26/34

#1449

H. B. G.

DeSouza says he knows of no reason why this payment should not be released. He said it might be well to call their attention to the claims when we mail the warrant out.

J. McF.

I am attaching hereto your letter to Mr. Tapscott of June 18th.

__Attention of Mr. R. M. Tapscott, Examiner__

Gentlemen:

This acknowledges receipt of your letter of June 15 enclosing withhold releases from Southern Pacific Company and Pacific Car Demurrage Bureau stating that their claims have been paid and satisfied. Thank you for this information. We are correcting our records in conformance therewith.

This leaves outstanding to the best of our knowledge only two claims against this work, viz: that of the Chemult Hotel in the sum of $504.00 and that of F. W. Stillwell in the sum of $331.60. We shall be pleased if you will inform us of the latest development in connection with the payment of these claims.

You will be pleased to know that the State Highway Commission has signed the voucher representing final payment to Starr & McCall in connection with the contract for the construction of the bridges on the Willamette Highway in Klamath County and that the voucher has been sent to the Secretary of State for issuance of the final warrant. I do not believe that the fact that the Southern Pacific Company and Pacific Car Demurrage Bureau filed their claims with the Secretary of State will have any effect on the issuance of this warrant.

Very truly yours,

Secretary

HBG:AJ

#1449

June 18, 1934

The Fidelity and Casualty Company
60 Sansome Street
San Francisco, California

Attention of Mr. R. M. Tapscott, Examiner

Gentlemen:

This acknowledges receipt of your letter of June 15 enclosing withhold releases from Southern Pacific Company and Pacific Car Demurrage Bureau stating that their claims have been paid and satisfied. Thank you for this information. We are correcting our records in conformance therewith.

This leaves outstanding to the best of our knowledge only two claims against this work, viz: that of the Chemult Hotel in the sum of $504.00 and that of F. W. Stillwell in the sum of $331.60. We shall be pleased if you will inform us of the latest development in connection with the payment of these claims.

You will be pleased to know that the State Highway Commission has signed the voucher representing final payment to Starr & McCall in connection with the contract for the construction of the bridges on the Willamette Highway in Klamath County and that the voucher has been sent to the Secretary of State for issuance of the final warrant. I do not believe that the fact that the Southern Pacific Company and Pacific Car Demurrage Bureau filed their claims with the Secretary of State will have any effect on the issuance of this warrant.

Very truly yours,

Secretary

HBG:AJ

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R. M. TAPSCOTT, Examiner
60 SANSOME STREET

SAN FRANCISCO, CAL.

June 15th, 1934.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

Re: State of Oregon - Starr & McCall
49-S-6852 HO# 60546

In connection with the withhold for $47.00 filed by both Southern Pacific Company and Pacific Car Demurrage Bureau, will advise that this claim has been settled today and I am enclosing two letters addressed to yourselves signed in behalf of each of the claimants by their duly authorized representative, requesting you to withdraw the withhold. These, of course, are one and the same claim.

I note from Claimants' file that they also sent a notice to withhold to the Secretary of State at Salem. Therefore, if this notice to him will have the effect of holding up our settlement, won't you kindly communicate with him and let him know that the claim has been paid and you have vouchers accordingly.

We are anticipating receipt of State vouchers in the near future and thank you for your courtesy.

Yours very truly,

Tapscott

EXAMINER
SAN FRANCISCO

RMT:EY
Enc
cc -HO
cc -Pac. Coast Office

SOUTHERN PACIFIC COMPANY

San Francisco,Calif. June 15,1934.

Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

Our claim against Starr & McCall for $47.00, outlined in our letter to you of May 10,1934, having been paid and satisfied, you are hereby directed to disregard our instructions to wihhold funds to cover same in your possession.

Yours very truly,

SOUTHERN PACIFIC COMPANY

BY

Demurrage Agent.

Car Conservation Prevents Demurrage

PACIFIC CAR DEMURRAGE BUREAU

ROOM 503 WELLS FARGO BUILDING

R. C. MUNHOLLAND
MANAGER

San Francisco, Cal., June 15,1934.

File

Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

Our claim against Starr & McCall for $47.00, outlined in our letter to you of May 10,1934, having been paid and satisfied, you are hereby directed to disregard our instructions to withhold funds to cover same in your possession.

Yours very truly,

PACIFIC CAR DEMURRAGE BUREAU

BY
Manager.

#1449
184-A

June 12, 1934

Fidelity & Casualty Co. of New York
c/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Southern Pacific Company against Starr & McCall in connection with their state highway contract for the construction of three bridges on the Willamette Highway in Klamath County.

The claim is in the sum of $47.00 and is for demurrage charges.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours,

Secretary

AJ

cc Starr & McCall
Route 1
Klamath Falls, Oregon

June 12, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of June 11 enclosing copies of notice of claim filed by Southern Pacific Company against Starr & McCall in connection with the contract that was awarded to them by this Commission for the construction of the bridges on the Willamette Highway in Klamath County; said claim being in the sum of $47.00 for demurrage charges.

We are today sending copies of the notice to the contractors and their surety for their information.

Very truly yours,

Secretary

AJ

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 11, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a notice of claim by Southern Pacific Company for $47.00 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on the Willamette Highway in Klamath County, contract No. 1449, which was received from the Pacific Car Demurrage Bureau, 503 Wells Fargo Building, San Francisco, California.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

San Francisco, Calif.

June 7, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Notice is hereby given that the undersigned (Southern Pacific Co.) has a claim for demurrage charges, which charges were assessed for the holding of freight in railroad cars in excess of free time allowed by legally published Freight Tariff No. 4-M - Oregon Public Service Comm. #51 - I.C.C. No. 2565, in the sum of Forty Seven Dollars ($47.00) against the bond taken from Starr & McCall, Contractors, issued by the Fidelity & Casualty Co. of New York, surety for the work of construction of three bridges on Willamette Highway, Klamath County, under State Highway Contract No. 1449.

SOUTHERN PACIFIC CO.

PER R. C. MULHOLLAND By
Demurrage Agent.

Endorsed: File No. 2436
Filed June 11, 1934
P. J. STADELMAN,
Secretary of State

#1449

184-a

June 9, 1934

The Fidelity and Casualty Company of N. Y.
60 Sansome Street
San Francisco, California

Attention of Mr. R. M. Tapscott

Gentlemen:

This acknowledges receipt of your letter of June 5 enclosing final voucher in payment of the Starr & McCall contract for the construction of bridges on the Willamette Highway in Klamath County, which payment has been assigned to The Fidelity and Casualty Company of New York. I shall be pleased to see that warrant covering this payment will be mailed direct to you in accordance with your request.

This also acknowledges receipt of the withhold release signed by Mrs. Minta G. Ragner, Odell Lake.

Regarding the Stillwell claim for $351.00, wish to say that this was presented for Mr. Stillwell by his attorney, Mr. J. C. O'Neill, Loomis Building, Klamath Falls. That is the only address that we have for Mr. Stillwell, and suggest that perhaps Mr. O'Neill can put you in touch with him.

According to our records there is still outstanding against this job claims of the Chemult Hotel in the sum of $504.00 for room and board of men employed on this contract, and the claim of the Pacific Car Demurrage Bureau in the sum of $47.00.

Very truly yours,

Secretary

HBG:AJ

cc Mr. Carl Smith Please see that the payment of this final warrant is made direct to Mr. Tapscott in accordance with the above.

H. B. G.

"AMERICA FORE"

The Fidelity and Casualty Company of New York

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ENGINE
MACHINERY
AVIATION

PACIFIC COAST DEPARTMENT

60 SANSOME STREET
SAN FRANCISCO, CAL.

F. L. ANDERSON, SUPERVISOR OF CLAIMS

RECEIVE

June 5th, 1934.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Attention: Mr. H. B. Glaisyer, Secretary

Re: State of Oregon - Starr & McCall
49-S-6852 HO# 60546

We have settled the claim of Odell Lake Co.,Inc. (Mrs. Minta G. Regner) and are enclosing their letter authorizing you to withdraw the withhold.

There is on file [illegible] you a withhold from F. W. Stillwell. We are unable to locate Stillwell for the purpose of negotiating with him. Have you any specific address in your file other than simply "Klamath Falls"? He does not seem to be around that part of the State.

We are enclosing final estimate figures duly certified by Starr & McCall and the Assignment of Starr & McCall to our Company so that when the voucher issues we would like to have it sent directly to this office, rather than to Klamath Falls, as we have no office there and its receipt will be delayed if you mail it there.

Respectfully yours,

Attorney

RMT:EY
cc -HO
cc -Pacific Coast Office
Enc.

June 8, 1934

H. B. G.

In regard to the attached letter from Mr. Tapscott:

The claim of F. W. Stilwell in amount $331.60 for truck hire, was filed by Attorney J. C. O'Neill, Loomis Bldg., Klamath Falls, on Nov, 9, 1933. The only address we have for him is his attorney.

According to our records we still have a record of the following claims against this contract on which no releases have been filed:

8- 15-33 Chemult Hotel $304.00 for board of room of men.

Note:-On 9-7-33 The contractors advised that they did not owe the above bill and that the Chemult Hotel was indebted to them in amount $24.81 for overpayment. We have heard nothing of this claim since that time.

5- 26-34 Pacific Car Demurrage Bureau $47.00 for demurrage on cars.

May 29, 1934

State of Oregon
Highway Commissioner
Salem, Oregon

Gentlemen:

I have on the day and date above mentioned made a satisfactory settlement of any and all amounts due me from Starr and McCall and will ask that you release the withold you have in your office.

Yours very truly,
Mrs. Minta G. Regner.
Odell Lake Co., Inc.

M wtd
JSMcH.

#1449

184-a

May 28, 1934

Mr. R. M. Tapscott, Attorney
The Fidelity & Casualty Co.
80 Sansome Street
San Francisco, California

Dear Sir:

Thank you for your letter of May 26 enclosing original releases of withhold of F. D. Gilbride and Fred Anderson relative to their claims against Starr & McCall.

With regards to the clearance on this job, I am informed by our bridge department that the project has been completed satisfactorily, including the clean-up work, and you may therefore consider this letter as formal notice to that effect and you need not anticipate a letter from our bridge department concerning this feature.

The final voucher for this work is now being placed in line for payment, the amount of which is $3,185.83. This will be released to you in accordance with previous understanding.

Very truly yours,

Secretary

HBG:AJ

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R. M. TAPSCOTT, Examiner
60 Sansome Street

SAN FRANCISCO, CAL.

May 26, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer, Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

We are attaching original Releases of Withhold of P.D. Gilbride and Fred Anderson.

There are only two or three of these claims left, and we are doing the best we can to get rid of them as promptly as possible.

I would again call your attention to the fact that your Bridge Engineer has failed to advise us as to a clearance on the job, and we feel that the matter is not being given proper attention at your end of the line.

As you can well appreciate, we are just as anxious as can be to be in a position to draw down the retained percentage, and this of course cannot be done until the job has been officially accepted. If there is anything more for us to do or for Starr and McCall to do in order to facilitate matters, I wish you would kindly let me hear.

Yours very truly,

Tapscott

ATTORNEY

RMT:MB
enc

$3,1[illegible]

MAY 28 34

May 14, 1934

State of Oregon
Highway Commissioner
Salem, Oregon

Gentlemen:

I have on the day and date above mentioned made a satisfactory settlement of any and all amounts due me from Starr and McCall and will ask that you release the withold you have in your office.

Yours very truly,

Fred Anderson

Geo P. Donahue

May 22, 1934

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

I have on the day and date above mentioned made a satisfactory settlement of any and all amounts due me from Starr and McCall and will ask that you release the withold you have in your office.

Yours very truly,

S. A. Kilbride

#1449

184-a

May 26, 1934

Mr. R. C. Mumholland, Manager
Pacific Car Demurrage Bureau
508 Wells Fargo Building
San Francisco, California

Your File: 1695-H-25

Dear Sir:

My attention has been just called to your letter of May 10 in which the State Highway Commission is advised of your claim against Starr & McCall, bridge contractors, said claim being in the sum of $47.00 for demurrage on various cars of the Southern Pacific Company at Crescent Lake, Oregon.

The Starr & McCall contract to which you refer is State Highway Contract No. 1449 and is for the construction of three bridges on the Willamette Highway in Klamath County.

In connection with this contract Starr & McCall were required to furnish the State with a surety bond for the protection of claims incurred against the work.

The job was completed on September 16, 1933 and was accepted by formal action,of the State Highway Commission on October 4, 1933. Final payment has not yet been made but the final voucher is now in line for payment.

We suggest that you file notice of your claim with the Oregon Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is enclosed; also suggest that you file notice of your claim with the bonding company which is represented by R. M. Tapscott, Examiner, Fidelity & Casualty Company of New York, 60 Sansome Street, San Francisco, California.

In the event that you do not secure satisfaction from the contractors or the surety you still have recourse to action in the courts.

Very truly yours,

Secretary

HBG:AJ

May 26, 1934

Mr. R. M. Tapscott, Examiner
Fidelity & Casualty Company of N. Y.
60 Sansome Street
San Francisco, California

Dear Sir:

Attached hereto is a copy of a letter that we have received from Pacific Car Demurrage Bureau, 503 Wells Fargo Building, San Francisco, advising of its claim in the sum of $47.00 against Starr & McCall covering the matter of demurrage on a number of Southern Pacific cars assigned to Starr & McCall in connection with their contract for the construction of three bridges on the Willamette Highway in Klamath County, State Highway Contract No. 1449.

This information is given you as you appear as surety on the bond furnished by the contractors. We shall expect this claim to be taken care of, along with others, before final payment is made, if it is legitimate.

Very truly yours,

Secretary

[redacted]

cc Starr & McCall
Route 1
Klamath Falls, Oregon

May 25, 1934

Mr. H. B. Glaisyer:

Herewith letter from Pacific Car Demurrage Bureau with reference to a claim against the Starr and McCall job in Klamath County.

I do not know who laid this claim on my desk but I wish to advise that the final estimate for this job was started through yesterday, therefore, this claim should be taken care of immediately.

W. A. Reeves
WAReeves

WAR LD
Attached

S-2348

O CE RE ORD OF DEMURRAGE OR ST AGE [illegible]

D.S. Nº 485993

CRESCENT LAKE, ORE. STATION JULY 24 1933

M. [illegible]

TO Southern Pacific Company—Pacific Lines, DR., FOR DEMURRAGE OR STORAGE

CAR INITIAL AND NUMBER	WAYBILLED FROM	DATE, SERIES AND NUMBER	FREIGHT BILL NUMBER
SP 53508	EUGENE ORE POINT OF ORIGIN	JULY 6 1933 97 CAR CONTENTS GRAVEL L.C.L. OTHER THAN EXPLOSIVES, ETC., WEIGHT EXPLOSIVE & DANGEROUS ARTICLES "	1821

DETENTION IN ORDERING	MO.	DAY	HOUR	DETENTION IN LOADING AND UNLOADING	MO.	DAY	HOUR
CONSIGNEE NOTIFIED				(a) CAR ACTUALLY PLACED L. C. L. UNLOADED OR REC'D. FOR SHIPMENT	7	9	1035 AM
CONSIGNOR NOTIFIED							
(a) TIME COMPUTED FROM				(d) CAR CONSTRUCTIVELY PLACED			
(b) CAR ORDERED L. C. L. INSTRUCTIONS FOR RESHIPMENT				(e) CAR LOADED OR UNLOADED. L. C. L. DELIVERED OR REC'PT. OF F'WDING INSTRUCTIONS	7	14	230 PM
DETENTION 1 (a-b)		DAYS	HOURS	DETENTION 2a OR (d-e)		DAYS	HOURS

RECAPITULATION OF DETENTION	DAY	HOUR
DETENTION IN ORDERING (1)		
DETENTION IN LOADING OR UNLOADING (2)		
TOTAL DETENTION		
LESS FREE AND EXCLUDED TIME		
DEMURRAGE OR STORAGE		
DAYS AT $ .00		$6.00
3 DAYS AT $ 2.00		

STORAGE ON OTHER THAN EXPLOSIVES AND DANGEROUS ARTICLES, WEIGHT RATE AMOUNT $

STORAGE ON EXPLOSIVES AND DANGEROUS ARTICLES WEIGHT RATE AMOUNT $

EXPLANATION OF FREE AND EXCLUDED TIME	REMARKS
DAYS FREE TIME	
SUNDAYS AND HOLIDAYS	
WEATHER INTERFERENCE	
MILES CONSIGNEE LIVES FROM STATION	

Pacific Co. at Crescent Lake, Oregon, [illegible] cars listed in the above subject.

We have tried on numerous occasions to effect collection from Starr & McCall but to date payment has not been made.

As it is our understanding that final payment covering contract (bridge construction) is about to be made would appreciate your protecting these charges as per copies of the demurrage bills attached.

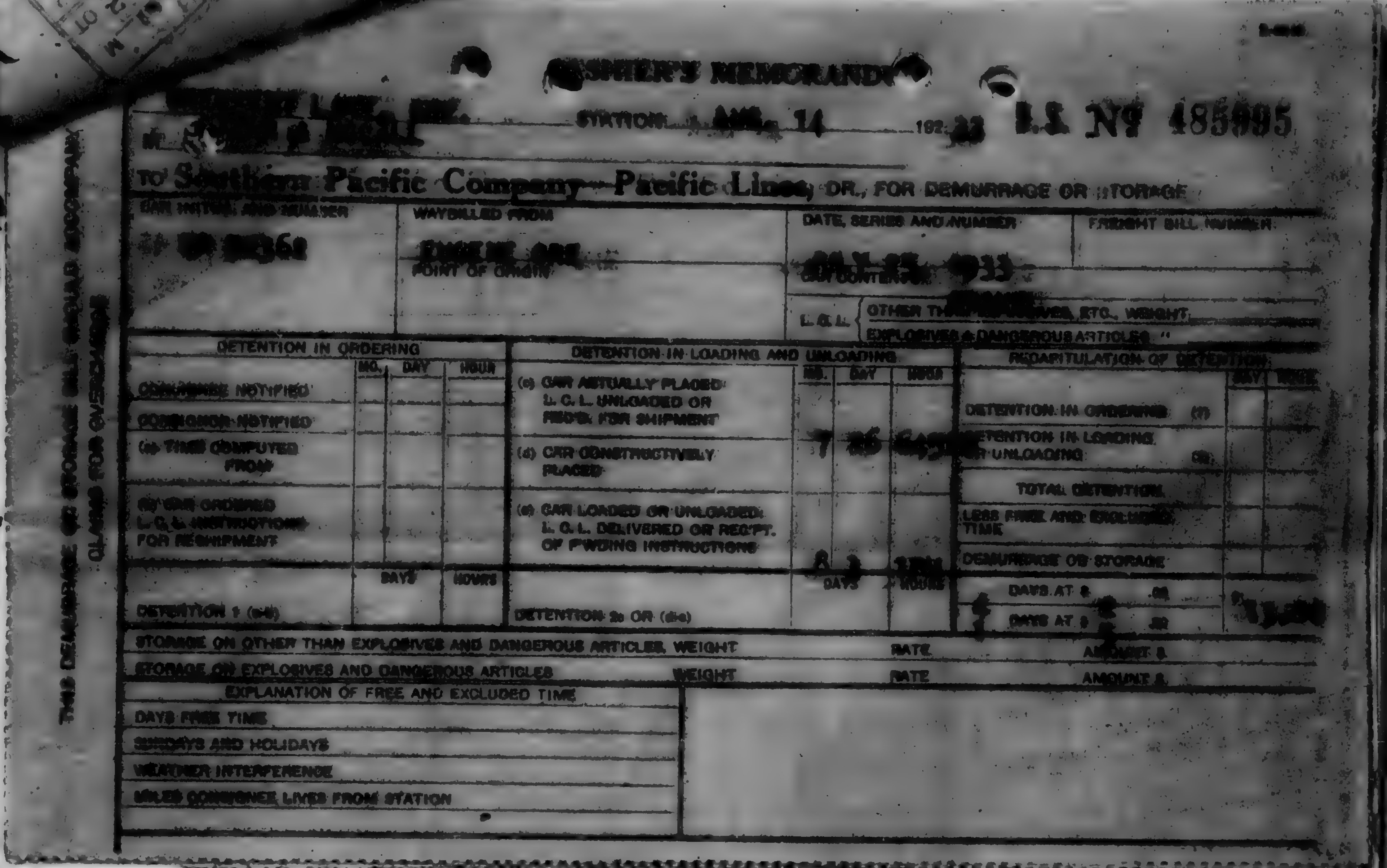
Records have been checked and it appears that they are correct.

Your advice on this matter will be greatly appreciated.

Yours truly,

R. C. Mulholland

NJH:LTG



CASHIER'S MEMORANDUM

STATION [illegible] AUG. 14 192 33 [illegible] № 485995

M [illegible]

TO Southern Pacific Company—Pacific Lines, DR., FOR DEMURRAGE OR STORAGE

CAR INITIAL AND NUMBER [illegible]

WAYBILLED FROM [illegible] POINT OF ORIGIN

DATE, SERIES AND NUMBER JULY [illegible] 1933

CAR CONTENTS [illegible]

FREIGHT BILL NUMBER

L. C. L. { OTHER THAN EXPLOSIVES, ETC., WEIGHT
EXPLOSIVES & DANGEROUS ARTICLES "

DETENTION IN ORDERING	NO.	DAY	HOUR	DETENTION IN LOADING AND UNLOADING	NO.	DAY	HOUR	RECAPITULATION OF DETENTION	DAY	HOUR
CONSIGNEE NOTIFIED				(c) CAR ACTUALLY PLACED: L. C. L. UNLOADED OR REC'D. FOR SHIPMENT	7	25	[illegible]	DETENTION IN ORDERING (1)		
CONSIGNOR NOTIFIED				(d) CAR CONSTRUCTIVELY PLACED				DETENTION IN LOADING OR UNLOADING (2)		
(a) TIME COMPUTED FROM				(e) CAR LOADED OR UNLOADED: L. C. L. DELIVERED OR REC'PT. OF F'WDING INSTRUCTIONS	8	3	[illegible]	TOTAL DETENTION		
(b) CAR ORDERED L. C. L. INSTRUCTIONS FOR RESHIPMENT								LESS FREE AND EXCLUDED TIME		
		DAYS	HOURS			DAYS	HOURS	DEMURRAGE OR STORAGE		
DETENTION 1 (a-b)				DETENTION 2c OR (d-e)				DAYS AT $ [illegible] .00 DAYS AT $ [illegible] .00	$ [illegible]	

STORAGE ON OTHER THAN EXPLOSIVES AND DANGEROUS ARTICLES, WEIGHT RATE AMOUNT $

STORAGE ON EXPLOSIVES AND DANGEROUS ARTICLES WEIGHT RATE AMOUNT $

EXPLANATION OF FREE AND EXCLUDED TIME

DAYS FREE TIME
SUNDAYS AND HOLIDAYS
WEATHER INTERFERENCE
MILES CONSIGNEE LIVES FROM STATION

THIS DEMURRAGE OR STORAGE BILL SHOULD ACCOMPANY CLAIMS FOR OVERCHARGE

Pacific Co. at [illegible] cars listed in the above subject.

We have tried on numerous occasions to effect collection from Starr & McCall but to date payment has not been made.

As it is our understanding that final payment covering contract (bridge construction) is about to be made would appreciate your protecting these charges as per copies of the demurrage bills attached.

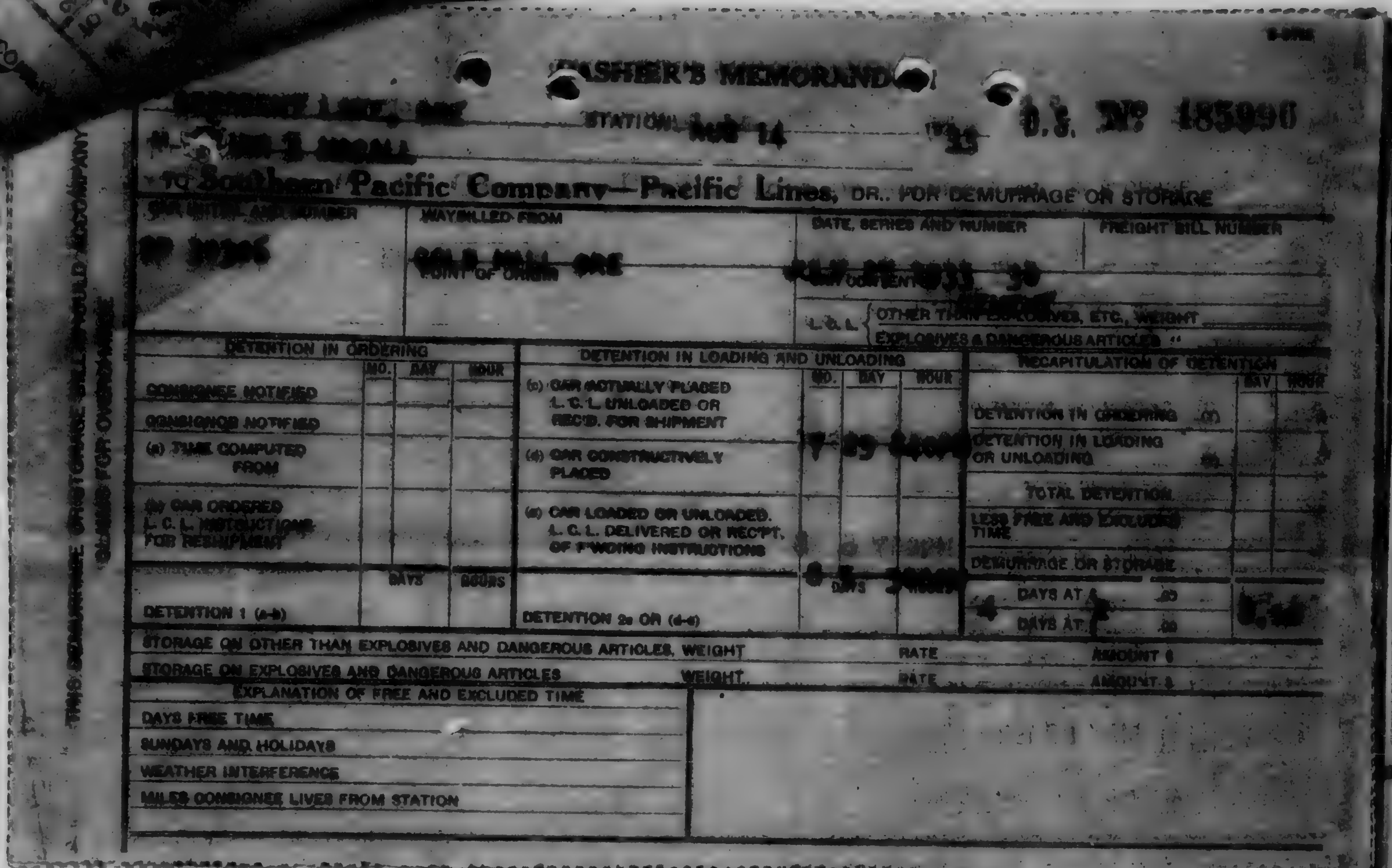
Records have been checked and it appears that they are correct.

Your advice on this matter will be greatly appreciated.

Yours truly,

R.C. Mulholland

NJH:LTG



CASHIER'S MEMORANDA

CRESCENT LAKE, ORE STATION AUG 14 1933 O.S. Nº 185990

M STARR & MCCALL

To Southern Pacific Company—Pacific Lines, DR., FOR DEMURRAGE OR STORAGE

CAR INITIAL AND NUMBER	WAYBILLED FROM	DATE, SERIES AND NUMBER	FREIGHT BILL NUMBER
SP [illegible]	GOLD HILL ORE POINT OF ORIGIN	[illegible] 1933 30 CAR CONTENTS	
		L.C.L. OTHER THAN EXPLOSIVES, ETC., WEIGHT EXPLOSIVES & DANGEROUS ARTICLES "	

DETENTION IN ORDERING	NO.	DAY	HOUR	DETENTION IN LOADING AND UNLOADING	NO.	DAY	HOUR	RECAPITULATION OF DETENTION	DAY	HOUR
CONSIGNEE NOTIFIED				(c) CAR ACTUALLY PLACED L.C.L. UNLOADED OR REC'D. FOR SHIPMENT	7	29	[illegible]	DETENTION IN ORDERING (1)		
CONSIGNOR NOTIFIED								DETENTION IN LOADING OR UNLOADING (2)		
(a) TIME COMPUTED FROM				(d) CAR CONSTRUCTIVELY PLACED				TOTAL DETENTION		
(b) CAR ORDERED L.C.L. INSTRUCTIONS FOR RESHIPMENT				(e) CAR LOADED OR UNLOADED. L.C.L. DELIVERED OR REC'PT. OF F'WDING INSTRUCTIONS	[illegible]	[illegible]	[illegible]	LESS FREE AND EXCLUDED TIME		
		DAYS	HOURS			DAYS	HOURS	DEMURRAGE OR STORAGE		
DETENTION 1 (a-b)				DETENTION 2c OR (d-e)	[illegible]		[illegible]	[illegible] DAYS AT $ .00 DAYS AT $ .00	[illegible]	

STORAGE ON OTHER THAN EXPLOSIVES AND DANGEROUS ARTICLES, WEIGHT RATE AMOUNT $

STORAGE ON EXPLOSIVES AND DANGEROUS ARTICLES WEIGHT RATE AMOUNT $

EXPLANATION OF FREE AND EXCLUDED TIME

DAYS FREE TIME

SUNDAYS AND HOLIDAYS

WEATHER INTERFERENCE

MILES CONSIGNEE LIVES FROM STATION

THIS DEMURRAGE OR STORAGE BILL SHOULD ACCOMPANY CLAIMS FOR OVERCHARGE

Pacific Co. at Crescent Lake,Oregon, $47.00 demurrage on various cars listed in the above subject.

We have tried on numerous occasions to effect collection from Starr & McCall but to date payment has not been made.

As it is our understanding that final payment covering contract (bridge construction) is about to be made would appreciate your protecting these charges as per copies of the demurrage bills attached.

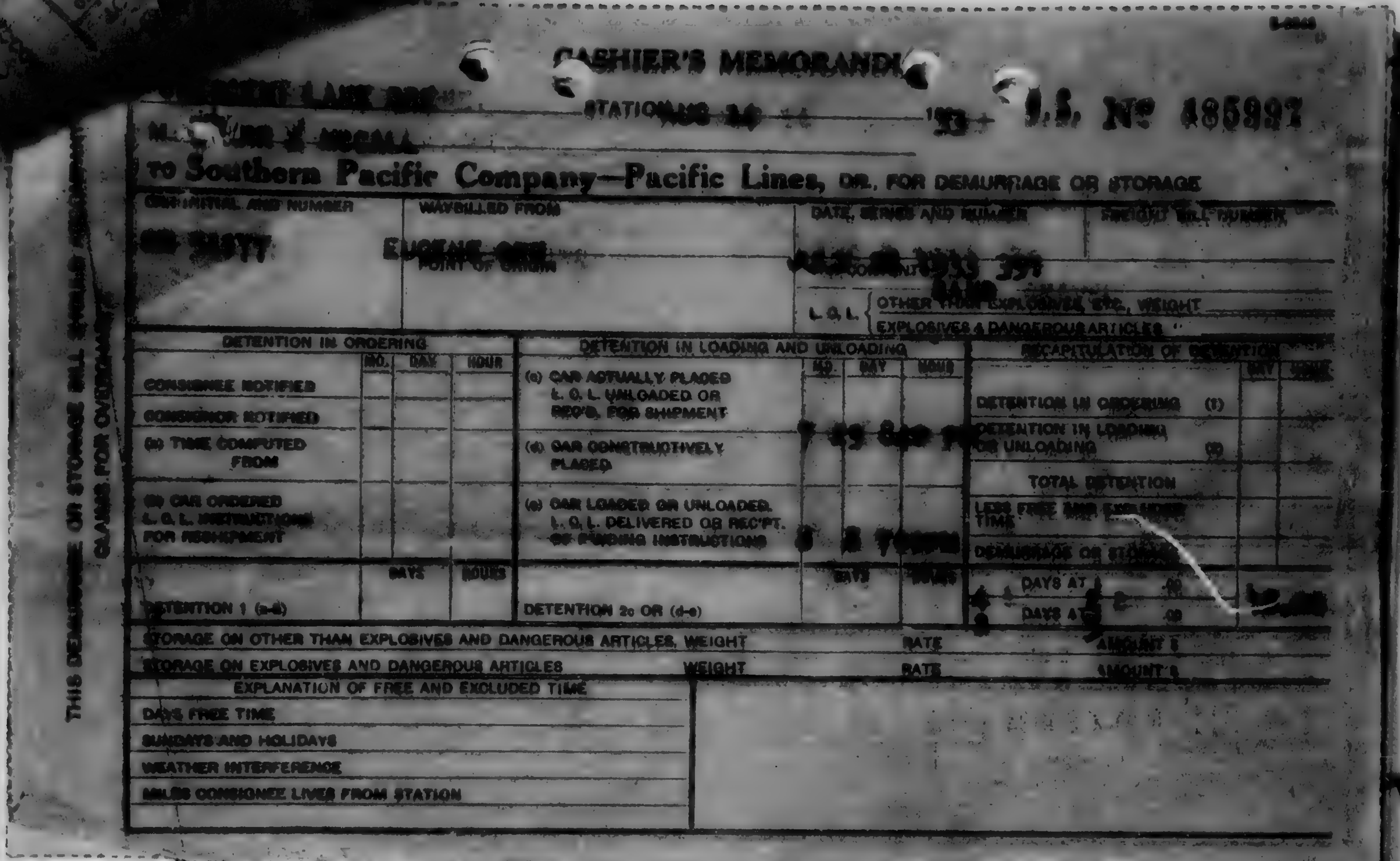
Records have been checked and it appears that they are correct.

Your advice on this matter will be greatly appreciated.

Yours truly,

R. C. Mulholland

NJH:LTG



THIS DEMURRAGE OR STORAGE BILL SHOULD ACCOMPANY CLAIMS FOR OVERCHARGE

CASHIER'S MEMORANDUM

CRESCENT LAKE ORE STATION [illegible] 193[illegible] Nº 485997

M [illegible] & MCCALL

to Southern Pacific Company—Pacific Lines, DR. FOR DEMURRAGE OR STORAGE

CAR INITIAL AND NUMBER	WAYBILLED FROM	DATE, SERIES AND NUMBER	FREIGHT BILL NUMBER
[illegible]	EUGENE ORE POINT OF ORIGIN	[illegible] 1933 [illegible] CONTENTS	

L.C.L. OTHER THAN EXPLOSIVES, ETC., WEIGHT

EXPLOSIVES & DANGEROUS ARTICLES

DETENTION IN ORDERING	MO.	DAY	HOUR
CONSIGNEE NOTIFIED			
CONSIGNOR NOTIFIED			
(a) TIME COMPUTED FROM			
(b) CAR ORDERED L.C.L. INSTRUCTIONS FOR RESHIPMENT			
		DAYS	HOURS
DETENTION 1 (a-b)			

DETENTION IN LOADING AND UNLOADING	MO.	DAY	HOUR
(c) CAR ACTUALLY PLACED L.C.L. UNLOADED OR REC'D. FOR SHIPMENT	[illegible]	[illegible]	[illegible]
(d) CAR CONSTRUCTIVELY PLACED			
(e) CAR LOADED OR UNLOADED. L.C.L. DELIVERED OR REC'PT. OF FORWARDING INSTRUCTIONS	[illegible]	[illegible]	[illegible]
		DAYS	HOURS
DETENTION 2c OR (d-e)			

RECAPITULATION OF DETENTION	DAY	HOUR
DETENTION IN ORDERING (1)		
DETENTION IN LOADING OR UNLOADING (2)		
TOTAL DETENTION		
LESS FREE AND EXCLUDED TIME		
DEMURRAGE OR STORAGE		
DAYS AT $ .00		
DAYS AT $ .00		[illegible]

STORAGE ON OTHER THAN EXPLOSIVES AND DANGEROUS ARTICLES, WEIGHT RATE AMOUNT $

STORAGE ON EXPLOSIVES AND DANGEROUS ARTICLES WEIGHT RATE AMOUNT $

EXPLANATION OF FREE AND EXCLUDED TIME
DAYS FREE TIME
SUNDAYS AND HOLIDAYS
WEATHER INTERFERENCE
MILES CONSIGNEE LIVES FROM STATION

Pacific Co. at Crescent Lake, Oregon, $47.00 demurrage on various cars listed in the above subject.

We have tried on numerous occasions to effect collection from Starr & McCall but to date payment has not been made.

As it is our understanding that final payment covering contract (bridge construction) is about to be made would appreciate your protecting these charges as per copies of the demurrage bills attached.

Records have been checked and it appears that they are correct.

Your advice on this matter will be greatly appreciated.

Yours truly,

R. C. Mulholland

NJH:LTG

THIS DEMURRAGE OR STORAGE BILL SHOULD ACCOMPANY CLAIMS FOR OVERCHARGE

S-6346

CASHIER'S MEMORANDUM

CRESCENT LAKE, ORE. STATION AUG 14 1933 O.S. Nº 512335

M Starr & McCall

TO **Southern Pacific Company—Pacific Lines**, DR. FOR DEMURRAGE OR STORAGE

CAR INITIAL AND NUMBER	WAYBILLED FROM	DATE, SERIES AND NUMBER	FREIGHT BILL NUMBER
SP 94841	EUGENE ORE POINT OF ORIGIN	AUG 5 1933 00	

CAR CONTENTS GRAVEL

L. C. L. { OTHER THAN EXPLOSIVES, ETC., WEIGHT
EXPLOSIVES & DANGEROUS ARTICLES "

DETENTION IN ORDERING

	MO.	DAY	HOUR
CONSIGNEE NOTIFIED			
CONSIGNOR NOTIFIED			
(a) TIME COMPUTED FROM			
(b) CAR ORDERED L. C. L. INSTRUCTIONS FOR RESHIPMENT			
DETENTION 1 (b-a)		DAYS	HOURS

DETENTION IN LOADING AND UNLOADING

	MO.	DAY	HOUR
(c) CAR ACTUALLY PLACED L. C. L. UNLOADED OR REC'D. FOR SHIPMENT	8	5	1130
(d) CAR CONSTRUCTIVELY PLACED			
(e) CAR LOADED OR UNLOADED. L. C. L. DELIVERED OR REC'PT. OF F'WDING INSTRUCTIONS	8	9	5pm
DETENTION 2: (e-c) OR (d-e)		DAYS	HOURS

RECAPITULATION OF DETENTION

	DAY	HOUR
DETENTION IN ORDERING (1)		
DETENTION IN LOADING OR UNLOADING (2)		
TOTAL DETENTION		
LESS FREE AND EXCLUDED TIME		
DEMURRAGE OR STORAGE		
1 DAYS AT $ 2.00	$2.00	
DAYS AT $ .00		

STORAGE ON OTHER THAN EXPLOSIVES AND DANGEROUS ARTICLES, WEIGHT RATE AMOUNT $

STORAGE ON EXPLOSIVES AND DANGEROUS ARTICLES WEIGHT RATE AMOUNT $

✓

EXPLANATION OF FREE AND EXCLUDED TIME

DAYS FREE TIME

SUNDAYS AND HOLIDAYS

WEATHER INTERFERENCE

MILES CONSIGNEE LIVES FROM STATION

Pacific Co. at Crescent Lake, Oregon, $47.00 demurrage on various cars listed in the above subject.

We have tried on numerous occasions to effect collection from Starr & McCall but to date payment has not been made.

As it is our understanding that final payment covering contract (bridge construction) is about to be made would appreciate your protecting these charges as per copies of the demurrage bills attached.

Records have been checked and it appears that they are correct.

Your advice on this matter will be greatly appreciated.

Yours truly,

R. C. Mulholland

NJH:LTG

Car Conservation Prevents Demurrage

PACIFIC CAR DEMURRAGE BUREAU

ROOM 503 WELLS FARGO BUILDING

R. C. MUNHOLLAND
MANAGER

San Francisco, Cal., May 10,1934.

File 1695-H-25

SP-CRESCENT LAKE,A/C ODELL LAKE,ORE: ACCOUNT STARR & McCALL.
SP-53508 - Rel'd 7-14-33-$6.00-Pro.485993
SP-92362 - " 8- 3-33-13.00-Pro.485995
SP-30306 - " 8- 5-33- 8.00-Pro.485996
SP-54177 - " 8- 8-33-18.00-Pro.485997
SP-94091 - " 8- 9-33- 2.00-Pro.512335
47.00

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

There is outstanding in the accounts of the Southern Pacific Co. at Crescent Lake,Oregon, $47.00 demurrage on various cars listed in the above subject.

We have tried on numerous occasions to effect collection from Starr & McCall but to date payment has not been made.

As it is our understanding that final payment covering contract (bridge construction) is about to be made would appreciate your protecting these charges as per copies of the demurrage bills attached.

Records have been checked and it appears that they are correct.

Your advice on this matter will be greatly appreciated.

Yours truly,

R.C. Munholland

NJH:LTG

#1449

184-a

May 24, 1934

Mr. R. E. Tapscott, Examiner
Fidelity & Casualty Company of N. Y.
60 Sansome St.
San Francisco, California

Dear Sir:

We are enclosing for your information detailed statement of claim of Odell Lake Company, Inc., against Starr & McCall, which claim it is alleged arises out of the Starr & McCall contract with the State Highway Commission for the construction of three bridges on the Willamette Highway in Klamath County, Oregon.

This information is given you as you appear as surety on the bond furnished by the contractors in connection with this project.

Very truly yours,

Secretary

HBG AJ

cc Starr & McCall
Route 1
Klamath Falls, Ore.

CHAIRMAN, PORTLAND
BURNE, EUGENE
RICH, PENDLETON

W. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

Mr. W. B. Glaisyer

May 22, 1934

Odell Lake Company, Inc.,
Crescent Lake, Oregon.

Attention: Mrs. Minta G. Regner

Gentlemen:

We are in receipt of a communication from Mr. Chas. Kane, 5147 S. E. Tacoma Street, Portland, Oregon, written for Odell Lake Company, Inc. relative to claim against Star & McCall, contractors on the construction of the Odell Creek Bridge, Crescent Creek Bridge and Little Deschutes River Bridge on the Willamette Highway, the same being contract No. 1449. There is attached to his letter a correspondence file which discloses claim against the contractor of $170.94 for material, etc. furnished, and the principal inquiry seems to be as to whether or not a compromise settlement of $125.00 should be accepted.

We regret to advise that we are in no position to offer any suggestions as to whether or not the sum of $125.00 should be accepted in full settlement of the claim, or whether you should insist on payment of the full amount claimed, $170.94. This is a matter between yourself and the contractors, and the Department can take no affirmative action except to supply you with such information as we may have regarding the work and which may possibly be of value in determining the question.

Under Sections 67-1101, Oregon Code 1930, as amended by Chapter 289, Oregon Laws, 1931, anyone furnishing labor or materials entering into public work, and in the case of state highway construction, may file a claim with the Secretary of State, and thereafter by complying with the terms of the statute may have a right of action on the contractors' bond. This claim, however, must be filed within six months immediately following the completion of the contract and the acceptance of the work. We find that the minutes of the State Highway Commission show an acceptance of the work to be done under the contract in question as of October 4, 1933, and the six months period covered by the statute now has expired so that it would appear that the remedy against the bonding company is gone.

We are now paying the final estimate on the work, and would suggest that if you do not make an acceptance and secure payment of $125 compromise settlement you take such further action to protect your interests as may be considered advisable.

We are returning herewith the entire correspondence file sent to us by Mr. Kane with the exception of the carbon copy of statement of account in the amount of $170.94, which we are retaining for the files of the Secretary of the Highway Commission.

Yours very truly,

J. M. DEVERS

By JWDeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:PW
Inc.

cc Mr. Chas. Kane,
5147 S. E. Tacoma St.,
Portland, Oregon.

Mr. H. B. Glaisyer,
Office

Mr. Glaisyer: We are attaching hereto the statement of claim for your files.

JWD

ODELL LAKE COMPANY, INC.,
(Minta G? Wegner,V.P.)

ODELL LAKE LODGE
ODELL LAKE, (KLAMATH CO.) OREGON
ON OREGON SKYLINE ROAD AND SOUTHERN PACIFIC CASCADE ROUTE
P. O.--CRESCENT LAKE, OREGON

FISHING, BOATING
HUNTING, CAMPING
HIKING, RIDING

STATEMENT OF ACCOUNT OF

#1449

STARR & McCALL, CONTRACTORS
ODELL CREEK BRIDGE & CRESCENT
CREEK BRIDGE. & Little Deschutes Br
Willamette Hwy.

Accepted [illegible] - 33

May	31,	Lumber ~~xx1072xbdxft~~		1,072 bd ft	
June	5	~~227xx~~		227	
	6	)		960	
	7	)			
	14			791	
	14			523	
	15			765	
	16			858	
	16	52 ft L.9	@ 20.		$1.00
	17			560	
	17			900	
	19			364	
	20			384	
July	1			532	
	5			720	
	6			336	
	6			430	
	6	1 gal Eng. Oil	.75		.75
	13			521	
	19			672	
	19			137	
	20			764	
	22			628	
	26			640	
	26			500	
	31			400	
Aug	7			550	
	8			96	
	10			324	
				14,654 bd ft	$146.54
				@ $10.	$148.29

May Rental of Truck & Driver 24 hrs	21.00
June " " " only	1.00
" " Cabins 7 & 8 for men 5/22-25/33	3.50
~~xxx~~ " " Garage (Cement Stge)1 1/3 mo.6.00	8.00
9/5Gasoline (3 gal to Long for truck) 9/5/33	.90
	$182.69
Rental of Cabin #6-from May 22, 1933 to by T. Starr, @ $12 mo- Sept 22, "	48.00
1 gal Coal Oil	.25
	$230.94
Sept 18, 1933 Rec'd check from T. Starr for	60.00
leaving a balance of	$170.94

#1449

84-a

May 9, 1934

R. M. Tapscott, Examiner
Fidelity & Casualty Company of New York
60 Sansome Street
San Francisco, California

Dear Sir:

This acknowledges receipt of your letter of May 7 transmitting letters of the Shell Oil Company and Clackamas Construction Company releasing withholds against Starr & McCall in connection with contract No. 1449 for the construction of three bridges on the Willamette Highway in Klamath County. We thank you for this information.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

May 7, 1934

Oregon Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer, Secretary

RE:-State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

Herewith letters of Shell Oil Company and Clackamas Construction Company which are directed to you to release withholds against Starr and McCall as their claims have now been paid.

Referring to yours of May 4th regarding L. G. Dawson, will state that we are endeavoring to dispose of this item thru our Klamath Falls representative.

Yours very truly,

Tapscott

EXAMINER
SAN FRANCISCO

RMT:MB
enc

PHILIP HULT, PRESIDENT
COLTON, OREGON

J. A. WALL, VICE-PRESIDENT
PORTLAND, OREGON

VIVIAN HULT, SECRETARY
COLTON, OREGON

CLACKAMAS CONSTRUCTION CO.

BRIDGE BUILDING AND CONTRACTING

3423 N.E.Clackamas St.,
Portland, Oregon,
May 4, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Regarding;- Bridge Contract #1449.
Starr & McCall.

Gentlemen;-

We hereby withdraw our claim of $50. against Starr & McCall and their Surity, The Fidelity and Casuality Company of New York in connection with their Bridge Contract #1449. We have made satisfactory arrangements for settlement.

Yours very truly, Clackamas Construction Co.,

By Philip Hult president.

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

April 30, 1934

Secretary of State
Salem, Oregon

Dear Sir:

Re: State of Oregon
Contract #1449
Starr & McCall,
Contractors

On March 12, you acknowledged receipt of our claim in the amount of $93.66 and filed it in your office on that date.

Will you please consider this a release of our claim as same has been paid in full.

Very truly yours,

SHELL OIL COMPANY

FJH:RS

A. C. GUSKE
Division Credit Manager

#1449

184-a

May 7, 1934

The Fidelity & Casualty Co. of New York
R. M. Tapscott, Examiner
60 Sansome Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of May 4 with which is inclosed a letter of the Pacific Pumping Company, dated May 5, advising that they have been paid the sum of $51.48 on their claim against Starr & McCall in connection with state highway contract for the construction of three bridges on the Willamette Highway Highway in Klamath County. We have made the proper notation on our records in accordance therewith.

Very truly yours

Secretary

HBG:jn

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

NERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street

SAN FRANCISCO, CAL.

May 4, 1934

Oregon Highway Commission,
Salem,
Oregon.

Gentlemen:-

Attention Mr. H. B. Glaisyer-Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO# 60546-

We are enclosing herewith letter of Pacific Pumping Company dated May 5th, withdrawing their claim against Starr and McCall.

Yours very truly

EXAMINER
SAN FRANCISCO

RMT:MB
enc

ps and Water Systems
Rotary Pumps and Water Systems
KIMBALL-KROGH Deep Well Turbines
Sand, Dredge and Mine Pumps
Boiler-Feed Units

WESTCO-PACIFIC Condensation Return Units
CIFIC Sump Pumps and Sewage Ejectors
Single and Multi-Stage Centrifugals
Self-Priming Centrifugal Pumps
Circulating Pumps

ESTABLISHED 1907
PACIFIC PUMPING COMPANY, Inc.
PUMPS FOR EVERY SERVICE
617 N. W. FLANDERS STREET • PORTLAND, OREGON
BROADWAY 3334

May 5, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Re: State of Ore. - Starr & McCall
49-S-5652 - HO # 60546

Gentlemen:

This is to acknowledge receipt of payment of $51.48 on our claim against Starr & McCall for their Lake Crescent job. This amount has been paid to us by the bonding company of this contractor.

In consequence of the satisfaction of our claim, we are withdrawing our withhold.

Very truly yours,

PACIFIC PUMPING CO., INC.

SB Huntting

S. B. Huntting
Manager

SBH:J

NRA
MEMBER
WE DO OUR PART

Pumps Rented

#1449

The Fidelity and Casualty Company of New York

184-a

May 5, 1934

Mr. R. M. Tapscott, Examiner
The Fidelity & Casualty Company of N. Y.
60 Sansome Street
San Francisco, California

Dear Sir:

Receipt is acknowledged of your letter, together with letters from C. J. Montag, Powers, Oregon, and McCraken-Ripley Company, Portland, relative to claims against Starr & McCall in connection with their state highway contract for the construction of bridges on the Willamette Highway in Klamath County.

We are pleased to note that these claims have been settled satisfactorily, and are accordingly correcting our records in connection therewith.

Very truly yours,

Secretary

AJ

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

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COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street

SAN FRANCISCO, CAL.

May 3, 1934

Oregon Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer-Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

You will find Releases of Withhold from C. J. Montag and McCraken-Ripley Company as to the Starr and McCall job.

Yours very truly,

Tapscott

ATTORNEY

RMT:MB
enc

Powers, Oregon.

April 26, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

There is filed with the Secretary of State my claim in the amount of $235.00 against Starr & McCall for materials furnished in the construction of a highway bridge on the Willamette Highway.

Please accept this as notice that my claim has been paid in full and should be so marked upon your records.

Very truly yours,

C J Montag

C. J. Montag

CJM:H

JOHN D. RIPLEY, PRESIDENT
FRED'K S. COOK, VICE-PRES. AND SEC.
E. G. KING, TREASURER

McCRAKEN-RIPLEY CO.
Established 1850
JOBBERS
BUILDING QUALITY MR CO SERVICE **MATERIALS**
2221 N. ALBINA AVENUE
PORTLAND, OREGON

April 30th, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: In Re: State Highway Contract No. 1449;
Starr & McCall:

Under date of Jan. 5th, 1934, in accordance with the provisions of the Oregon Law, we filed with the Hon. Hal E. Hoss, Secretary of State, a notice that we had a claim for materials supplied by us for use in construction work on the above mentioned contract, against Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, in amount $28.28.

Inasmuch as our claim has been paid by the surety company, you will please disregard this notice of Jan. 5th, 1934, and show it as satisfied.

Yours very truly,

McCRAKEN-RIPLEY CO.

By E. G. King
Treas.

EG K

#1449

144-a

May 4, 1934

Mr. R. M. Tapscott, Examiner
The Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco, California

Dear Sir:

For your information we inclose copy of letter from Mr. L. G. Dawson, Chemult, Oregon in which he advised that E. W. McCall has not yet paid his claim for boarding the men employed on the Starr & McCall contract for the construction of three bridges on the Willamette Highway in Klamath County.

This information is given you inasmuch as The Fidelity & Casualty Company of New York appears as surety on the bond furnished in the above instance.

Very truly yours

Secretary

HBG:jm

Chemult Oregon May 3rd 1934

Chairman State Highway Commission
Salem Oregon

Dear Sir:--

I understand that E.W.McCall has been awarded another contract to build some state Bridges in Klamath County,this man has never paid me for boarding his men while building the last bridges for the state which is 12 months ago and it is necessary for me to go to the expense of bringing suit in the courts to collect it after waiting for 12 months,this for your information

Yours truly,

L B Dawson

cc Mr.Donohue klamath falls

184-a

May 4, 1934

Mr. L. G. Dawson
Chemult, Oregon

Dear Sir:

This will acknowledge receipt of your letter of the third instant advising that E. C. McCall has not yet paid your claim for boarding his men who were employed on the Starr & McCall contract for the construction of three bridges on the Willamette Highway and calling this matter to the attention of the bonding company.

Your understanding that Mr. E. W. McCall has been awarded another contract with the State Highway Commission is not correct. He has bid on several of our projects but has not been successful.

Very truly yours

Secretary

HBG:jn

#1449

84-a

May 5, 1934

Mr. R. M. Tapscott, Attorney
The Fidelity & Casualty Company of N. Y.
80 Sansome Street
San Francisco, California

Dear Sir:

Receipt is acknowledged of your letter of May 1 informing us that the claims of National Lead Company and Beaver Portland Cement Company against Starr & McCall in connection with their contract for the construction of bridges on the Willamette Highway (State Highway Contract No. 1449) have been paid in full; also receipt is acknowledged of the letters from the above mentioned firms.

We are pleased to have this information and are correcting our records accordingly.

Very truly yours,

Secretary

HBG:AJ

"AMERICA FORE"

The Fidelity and Casualty Company of New York

BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET

SAN FRANCISCO, CAL.

RECEIVED
MAY 3 - 1934
OREGON
COMMISSION

May 1, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

We have effected settlement of claims against Starr and McCall with National Lead Company and Beaver Portland Cement Company, and we hand you letters from those concerns, authorizing you to withdraw their withholds.

We are still awaiting the promised letter from the Bridge Department with reference to acceptance of this job, and we do not see any excuse for continued failure to give us the acceptance as this work was undoubtedly cleaned up, ~~as reported~~, and it is not fair to continue the matter as it is in our humble opinion.

Yours very truly,

Tapscott

ATTORNEY

RMT:MB
enc

Copy made for
Mr. Reeves

THE FIDELITY & CASUALTY [illegible]
APR [illegible] 1934
SAN [illegible]

Portland, Oregon

April 13, 1934

Oregon State Highway Commission
State House
Salem, Oregon

Gentlemen:

Sometime ago we filed a claim against Starr & McCall on Contract #1449 for the construction of bridges in Klamath County, Oregon.

This is to advise you that our claim has been paid and satisfied.

Yours very truly
BEAVER-PORTLAND CEMENT CO.
BY Buell C. Nelson
Asst. Secy.

CABLE ADDRESS: "NATLEADCO"

National Lead Company

Pacific Coast Branch

MANUFACTURERS BASS-HUETER BH PAINTS, VARNISHES, ETC.

Dutch Boy White-Lead
Carter White-Lead
Dutch Boy Paint Products

1211 N. W. GLISAN
Portland

April 26, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are pleased to advise you that our claim for materials delivered to Starr & McCall, contractors, for use in the construction of certain highway bridges on Willamette Highway, State of Oregon (contract #1449) has been paid in full.

Yours very truly,

NATIONAL LEAD COMPANY

Credit Manager

TKM:s

#1449

184-a

May 2, 1934

Mr. R. M. Tapscott, Examiner
The Fidelity and Casualty Co. of N. Y.
60 Sansome Street
San Francisco, California

Dear Sir:

We acknowledge receipt of your letter of April 26 with further reference to the Starr & McCall contract for the construction of bridges on the Willamette Highway in Klamath County, Oregon, and thank you for the enclosure from C. D. Long stating that the claim against these contractors has been satisfactorily settled. Our records are being corrected today in accordance therewith.

I regret very much that you have not received a letter from Mr. W. A. Reeves, Bridge Office Engineer. He informed me today that he fully intended to write you, but due to pressure of other matters in connection with the Coast Highway bridge program he has not yet had time to go through the records on the above-described project. He asked me to apologize for this delay and to advise you that you may expect a letter from him within the next week or ten days.

Mr
please follow up
WH

Very truly yours,

Secretary

HBG:AJ

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
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"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

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ELEVATOR
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MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

April 26, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer-Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

We are attaching for your file letter of C. D. Long indicating that his claim against Starr and McCall has been satisfied. We have paid $32.00 in compromise and have his release.

Since writing you last we have also made settlement and have releases of Lorenz Company, Klamath Falls, amount of payment $65.51, full settlement; Big Basin Lumber Company, Klamath Falls- amount of payment of $30.75; Western Auto Supply Company, Klamath Falls- amount of payment $72.52; Dunn and Baker, Klamath Falls- amount of payment $18.00.

We have not yet received the letter referred to in yours of April 16th.

Yours very truly,

Tapscott

ATTORNEY

RMT:MB
enc

Get said letter of 16th inst.

APRIL 27, 1934

State of Oregon
Highway Commissioner
Salem, Oregon

Gentlemen;

I have on the day and date above mentioned made a satisfactory settlement of any and all amounts due me from Starr and McCall and will ask that you release the withold you have in your office.

Yours very truly,

C. W. Long

#1449
18

April 16, 1934

Mr. R. M. Tapscott, Attorney
The Fidelity and Casualty Co. of New York
60 Sansome Street
San Francisco, California

Dear Sir:

I thank you for your letter of April 13, inclosing receipt from the Oregon State Industrial Accident Commission acknowledging payment of their account with Starr & McCall arising out of their contract for bridge construction on the Willamette Highway in Klamath County, state highway contract No. 1449.

I am informed by W. A. Reeves, Bridge Office Engineer, that he is writing you today concerning the acceptance of this project.

Very truly yours

Secretary

HBG:jn

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

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BANKERS
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PLATE GLASS
ELEVATOR
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MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET

SAN FRANCISCO, CAL.

1934

April 13, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

Herewith original letter of State Industrial Accident Commission authorizing you to withdraw withhold heretofore filed by them against Starr and McCall.

I am still awaiting official acceptance of this job from your Bridge Department.

Sincerely yours,

Tapscott

ATTORNEY

RMT:MB
enc

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

A. R. HUNTER
O. R. HARTWIG
T. MORRIS DUNNE
COMMISSIONERS

FIRM DEPARTMENT
RALPH H. CAMPBELL
ATTORNEY

April 11, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

This is to acknowledge payment of and to notify you that the State Industrial Accident Commission has received payment of the sum of $181.03, same being contributions due the State Industrial Accident Commission in connection with State Highway contract No. 1449, said contract having been let to the firm of Starr & McCall and the bond in connection therewith having been given by the Fidelity and Casualty Company of New York.

Very truly yours,

Ralph H Campbell
RALPH H. CAMPBELL

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION
RHC:ES

#1229

184-2

April 3, 1934

Mr. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 30 enclosing copies of notice of claim filed by National Lead Company against Starr & McCall in connection with the contract awarded to them for the construction of three timber bridges on the Willamette Highway in Klamath County.

Very truly yours,

Secretary

AJ

April 5, 1934

Fidelity & Casualty Company
c/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by National Lead Company against Starr & McCall to whom the State Highway Commission awarded the contract for the construction of three timber bridges on the Willamette Highway in Klamath County.

The amount of the claim is $27.25 and is for materials furnished to the contractors.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours,

Secretary

AJ

cc Starr & McCall
Klamath Falls
Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 30, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by National Lead Company for materials furnished in the amount of $27.25 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company, surety, for work on the Willamette Highway in Klamath County, contract No. 1449.

Please acknowledge receipt of the copies.

Very truly yours,

P. J. Stadelman
Secretary of Xtate

HM
encs. 3

COPY

NATIONAL LEAD COMPANY
of California

485 Glisan Street
Portland

March 29, 1934

The Honorable P. J. Stadelman,
Secretary of State,
State of Oregon, Salem, Oregon.

Notice hereby is given that the undersigned National Lead Company has a claim for materials furnished for use in the construction of three bridges on the Willamette Highway, Klamath County, state contract #1449, in the sum of Twenty-seven Dollars and twenty-five cents ($27.25) against the bond taken from Starr & McCall and Fidelity & Casualty Company, for the work of applying certain paint materials upon the above mentioned bridges.

NATIONAL LEAD COMPANY

By F. R. Miller (signed)

Endorsed: File No. 2422
Filed March 30, 1934
P. J. STADELMAN
Secretary of State

#1449

124-a

March 31, 1934

Mr. R. H. Tapscott, Examiner
The Fidelity & Casualty Company of New York
60 Sansome Street
San Francisco, California

Dear Sir:

This will acknowledge receipt of your letter of March 29 stating that you have been advised that Starr & McCall have completed the cleanup work in connection with their contract for the construction of three bridges on the Willamette Highway in Klamath County.

I am referring your letter to Mr. C. B. McCullough, Bridge Engineer, for his information. I shall be pleased to advise you of the official date of the completion of this project as soon as this has been determined.

Very truly yours

Jm.
examination-
HBG

Secretary

HBG:jm
c.c. Mr. C. B. McCullough

LITY
ANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

CASUALTY LINES
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ELEVATOR
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ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET

SAN FRANCISCO, CAL.

March 29, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention H. B. Glaisyer, Secretary.

RE:- State of Oregon - Starr & McCall
49-S-6852 -HO # 60546

We have again arranged with our principals to go to the job site and complete the cleanup which was not properly done on the occasion of their last efforts. We are just in receipt of advices from Klamath Falls to the effect that Mr. McCall, one of our principals, has now cleaned up the job to the satisfaction of District Ranger Burgess from whom you will no doubt get a release or advice within a few days. As soon as you do get this, will you kindly advise us that the job has been satisfactorily cleaned up and accepted, giving us the official date thereof for our records.

Yours very truly,

EXAMINER
SAN FRANCISCO

RMT:MB

#1449

184-a

March 23, 1934

National Lead Company
465 Glisan Street
Portland, Oregon

Attention of Mr. T. K. Miller, Credit Manager

Gentlemen:

Reference is made to your letter of March 13, directed to the attention of Mr. W. A. Reeves of this department, calling our attention to your claim in the sum of $27.25 against contractors Starr & McCall, being for paint furnished to these contractors in connection with their contract with the State Highway Commission for the construction of three bridges on the Willamette Highway in Klamath County, being State Highway Contract No. 1449.

In connection with this contract, Starr & McCall furnished the State with a surety bond for the protection of claims. This bond was written by Fidelity & Casualty Company for which Geo. P. Donahue is agent at Klamath Falls.

We suggest that you communicate with the bonding company regarding your claim; also, file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

It is our understanding that the bridge work is completed; however, we have not made final settlement with the contractors because there are a number of claims outstanding against the work, and also due to the fact that the contractors have not cleaned up the bridge site to our satisfaction.

Regarding the matter of payment of claims, it is our understanding that the San Francisco office of the Fidelity & Casualty Company is looking into this and I would suggest that you also file your claim with Mr. R. M. Tapscott, Examiner for that Company. His address is 60 Sansome Street, San Francisco, California.

Very truly yours,

Secretary

HBG:AJ

[illegible]

C. B. McCULLOUGH

OREGON STATE HIGHWAY COMMISSION

March 26, 1934

Mr. R. M. Tapscott, Examiner
Fidelity & Casualty Company
60 Sansome Street
San Francisco, California

Dear Sir:

I am enclosing for your information copy of letter we have received from National Lead Company, Portland, advising us of its claim, in the sum of $27.25, against Starr & McCall. I also attach a copy of its statement.

Very truly yours,

Secretary

HBG:AJ

SIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 21, 1934

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Office

Dear Sir:

Herewith is a letter which was received by this office from the National Lead Company with reference to an invoice for material shipped to Start & McCall's job in Klamath County which they have not paid. This job has not been settled yet as there is still some cleaning up to do.

Very truly yours

W A Reeves
LD
W. A. Reeves
Office Engineer, Bridge Dept.

WAR LD

Attached

AGENTS
UNITED STATES CARTRIDGE CO.
TITANIUM PIGMENTS COMPANY.

CABLE ADDRESS: "NATLEADCO"
CODES: WESTERN UNION, A.B.C. FIFTH EDITION,
A.B.C. FIVE-LETTER EDITION,
BENTLEY'S.

Dutch Boy White-Lead

National Lead Company
of California
MANUFACTURERS BASS-HUETER B-H PAINTS, VARNISHES, ETC.
465 GLISAN STREET
Portland

CARTER
STRICTLY PURE
WHITE LEAD

March 13, 1934.

State Highway Department,
Salem, Oregon.

Attention Mr. W. A. Reeves

Dear Mr. Reeves:

We enclose an invoice covering our shipment of merchandise to the firm of Starr & McCall, to be used on the three bridges located on the highway between Springfield and Crescent, State contract #1449, which we believe came under your supervision. Inasmuch as the firm in question has not answered any of the numerous letters we have written asking for payments, we respectfully ask that you afford us such measure of protection as lies in your power, in the matter of obtaining settlement of our claim.

We try not to let ourselves in for such a situation, but this shipment unfortunately was made without our authorization, although we must bear the risk, so we will therefore be very appreciative of your assistance.

With kindest regards, we are,

Yours very truly,

NATIONAL LEAD COMPANY

H Miller

TKM:s
Credit Manager

NATIONAL LEAD COMPANY

OF CALIFORNIA
1211 N. W. GLISAN
PORTLAND, OREGON
PHONE ATWATER 0254

INVOICE
NO. 1855

DATE 10-5-33
YOUR ORDER NO. 1449
DATE SHIPPED 8/22
TERMS: 2% 10th Prox
SALESMAN
SHIP TO same
ROUTE from San Francis

TO

Starr & McCall,
Crescent Lake,
Oregon.

QUANTITY	PACKAGE	ARTICLES	PRICE	UNIT	AMOUNT	TOTAL
1	5	gal Special Steel Paint 2d Coat Light Brown	3.48	gal	17.40	
1	5	" Special Steel Paint 3d Coat Black	1.97	"	9.85	
						27.25

C O P Y

CLAIMS FOR SHORTAGE MUST BE MADE WITHIN TEN DAYS. NO MATERIALS ARE TO BE RETURNED WITHOUT AUTHORIZATION FROM OFFICE.

#1447

184-a

March 15, 1934

Hon. P. J. Stadelman
Secretary of State
Capitol

Dear Sir:

This will acknowledge receipt of your letter dated March 12, with which you inclose three copies of a notice of claim filed in your office by the Shell Oil Company for petroleum products furnished in the amount of $93.66 to Starr & McCall in connection with their contract for the construction of three bridges on the Willamette Highway in Klamath County.

In accordance with our usual practice we are today forwarding copies of such notice to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

March 15, 1934

Fidelity & Casualty Co. of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by the Shell Oil Company, which claim is in the amount of $93.66 for petroleum products furnished to Starr & McCall in connection with state highway contract No. 1449 for the construction of three bridges on the Willamette Highway in Klamath County.

This information is furnished to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:
jm

c.c. Starr & McCall
Route 1, Box 157
Klamath Falls, Oregon

c.c. R. M. Tapscott, Examiner
Fidelity & Casualty Co. of N. Y.
60 Sansome Street
San Francisco, California

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAR 14 1934

L-77

March 12, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Shell Oil Company for $93.66 against the bond taken from Starr & McCall, principal, and George P. Donohue, surety, for work on the Willamette Highway in Klamath County, State Highway contract No. 1449.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

SECRETARY OF STATE

SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, has a claim in the sum of NINETY-THREE and 66/100 ($ 93.66) Dollars against the bond taken from STARR & McCALL, as principal, and GEORGE P. DONOHUE, as surety for the work of CONSTRUCTING ON BRIDGES 1824-25-26, WILLAMETTE Section, KLAMATH COUNTY, OREGON STATE CONTRACT NO. 1449.

Said claim is for petroleum products furnished STARR & McCALL IN THE construction of said above described job.

In event said claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of FIFTY ($50.00) Dollars, as attorney's fees and costs.

Dated this 9th day of March 1934.

SHELL OIL COMPANY
Frank J. Hurner
Assistant Division Credit Manger
By. Frank J. Hurner

STATE OF WASHINGTON }
COUNTY OF KING } ss

FRANK J HURNER being sworn upon oath deposes and says: that the above statement and claim is just, true and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety and STATE OF OREGON.

Subscribed and sworn to before me this 9th day of March 1934 .

SEAL
Endorsed:
File # 2416
Filed Mar. 12, 1934
P. J. Stadelman
Secretary of State

G.E. Hull
Notary Public State of Washington

184-a

March 8, 1934

Mr. C. B. McCullough
Bridge Engineer
Office

Dear Sir:

Attached is letter received today from Mr. R. M. Tapscott, Examiner for The Fidelity and Casualty Company of New York, regarding the clean-up work on the Starr & McCall contract for the construction of bridges on the Willamette Highway in Klamath County, and requesting notice when this clean-up work has been completed to your satisfaction.

Very truly yours,

Secretary

Hbg;aj

cc R. M. Tapscott, Examiner
60 Sansome Street
San Francisco, Calif.

#1449

184a

March 5, 1934

Fidelity & Casualty Co. of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

This will advise you that there has been filed in the office of the Secretary of State a notice of claim in the sum of $50.00 for rental of a pump and hoist to Starr & McCall in connection with state highway contract No. 1449 for the construction of three bridges on the Willamette Highway in Klamath County.

Copy of such notice is inclosed for your information inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:
jm

c.c. Starr & McCall
Route 1, Box 157
Klamath Falls, Oregon

March 5, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of March 3 inclosing three copies of notice of claim filed in your office by Clackamas Construction Company for rental of a pump and hoist to Starr & McCall in connection with state highway contract No. 1449 for the construction of three timber bridges with concrete decks on the Willamette Highway in Klamath County.

As is our usual practice, we are today forwarding copies of such notice to the bondsman and the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1458

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim byClackamas Construction Company for $50.00 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on two bridges near Crescent, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

CLACKAMAS CONSTRUCTION COMPANY

Bridge Building and Contracting

3428 Northeast Clackamas St.
Portland, Oregon
February 26, 1954

To The State of Oregon,
Salem, Oregon

Notice is hereby given that the undersigned Clackamas Construction Company has a claim for rental of a pump and hoist in the sum of $50.00 against the bond taken by Starr & McCall, furnished by Fidelity & Casualty Co. of New York, for the construction of two bridges near Crescent,Oregon for Oregon State Highway Commission.

Clackamas Construction Company

By Philip Hult, (signed)
President

Endorsed:
File No. 2412
Filed March 1, 1954
P. J. STADELMAN
Secretary of State

#1449

184-a

March 2, 1934

Fidelity & Casualty Co. of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by the Beaver Portland Cement Company for $1,081.51 plus interest against Starr & McCall in connection with state highway contract No. 1449 for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County

This information is given to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

[illegible]
jn

c.c. Starr & McCall
Route 1, Box 157
Klamath Falls, Oregon

March 2, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of February 27 inclosing three copies of a notice of claim by the Beaver Portland Cement Company for $1,061.51 plus interest against Starr & McCall in connection with state highway contract No. 1449 for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County.

We are also forwarding to the Beaver Portland Cement Company a certified copy of the above contract, in accordance with their affidavit, copy of which you forwarded to this office, as well as copy of the notice of claim to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1449

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

February 27, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Beaver Portland Cement Company for $1081.51 plus interest, against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on the Odell-Lake-Walker Mountain Section of the Willamette Highway in Klamath County, State Highway contract No. 1449. The above claim was filed in this office on February 9th.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs 3

There is also enclosed a copy of the letter from Beaver Portland Cement Company requesting a certified copy of the contract and bond covering the above construction work.

COPY

BEAVER PORTLAND CEMENT CO.
Portland, Oregon

Feb. 6, 1934

Mr. Hal E. Hoss,
Sec'y of State,
Salem, Oregon.

Dear Sir:

Enclosed please find "Notice" for claim together with "Affidavit" covering same against the Bond taken from Starr & McCall for the work involved under Oregon State Highway Contract #1449.

In accordance with the provisions of the Oregon Statutes under which this Notice and Affidavit are filed, will you kindly furnish us with a certified copy of the contract and bond of the Oregon State Highway Commission with Starr & McCall for the work of constructing three bridges on the Odell Lake - Walker Mountain Section of the Willamette Highway in Klamath County, Ore., under Oregon State Highway Contract No. 1449.

Yours very truly,

BEAVER PORTLAND CEMENT CO.

By Buell C. Nelson
Asst. Secy.

BCN/T
Enc.

COPY

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned claimant, BEAVER PORTLAND CEMENT COMPANY, an Oregon corporation, has a claim for cement furnished in the sum of $1,081.51 plus interest at the rate of 7% per annum, from August 10th, 1933, on $502.13 and from August 31st, 1933, on $579.38, until paid, against the bond taken from Starr & McCall as principal and Fidelity & Casualty Co. of New York as surety for the work of constructing three bridges on the Odell Lake - Walker Mountain Section of the Willamette Highway in Klamath County, Oregon, under Oregon State Highway Contract No. 1449, which was accepted by the State Highway Commission by formal action on October 4th, 1933.

Dated this 6th day of February, 1934.

BEAVER PORTLAND CEMENT CO.

By Buell C. Nelson
Assistant Secretary

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

I, BUELL C. NELSON, being first duly sworn depose and say that I am the Assistant Secretary of Beaver Portland Cement Co., an Oregon corporation with its office and principal place of business at 603 Lumbermens Bldg., Portland, Multnomah County, Oregon. Said Beaver Portland Cement Co. has a claim in the sum of $1,081.51 with interest thereon at 7% per annum, from August 10th, 1933 on $502.13 and from August 31st, 1933 on $579.38, until paid, against the bond taken from Starr & McCall as principal and Fidelity & Casualty Company of New York as surety for the work of constructing three bridges on the Odell Lake - Walker Mountain Section of the Willamette Highway in Klamath County, Oregon, under Oregon State Highway Contract No. 1449. Said claim is for cement furnished said Starr & McCall between the dates of July 3rd, 1933, and July 29th, 1933, both dates inclusive, which said cement was furnished to be used in and which was used in the construction of said bridges under said Oregon State Highway Contract No. 1449 and which cement was of the reasonable worth and value of $1,081.51. No payments on said amount of $1,081.51 or the interest thereon have been made and the whole of said sum together with the interest thereon is now due, owing an payable to claimant.

Buell C. Nelson (signed)

Subscribed and sworn to before me
this 6th day of February, 1934.

M. D. Taylor
My commission expires February
14, 1937.

Endorsed: File No. 2401
Filed February 9, 1934
P.J. STADELMAN
Secretary of State

184-a

March 2, 1934

Beaver Portland Cement Company
Portland, Oregon

Gentlemen:

In compliance with the request contained in your letter of February 6 addressed to the Secretary of State and by him forwarded to this office, together with affidavit for certified copy of contract, we are forwarding such certified copy of contract No. 1449 awarded to Starr & McCall for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG
jm

#1449
184-a

February 19, 1934

Eugene Sand & Gravel Company
Eugene
Oregon

Gentlemen:

This acknowledges receipt of your letter of February 15, forwarded to us through Mr. B. H. Tapscott, Examiner for The Fidelity and Casualty Company of New York, San Francisco, authorizing this Commission to disregard your claim against Starr & McCall arising out of their Contract No. 1449 with the State Highway Commission for the construction of bridges on the Willamette Highway in Klamath County, Oregon.

We are today recording this information in the file on this job.

Very truly yours

Secretary

HBG:AJ

cc Starr & McCall
Klamath Falls
Oregon

February 19, 1954

Fidelity and Casualty Company of N. Y.
60 Sansome Street
San Francisco, California

Attention of Mr. R. M. Tapscott, Examiner

Gentlemen:

This acknowledges receipt of your letter of February 17 enclosing original letter from Eugene Sand & Gravel Company, advising us to disregard its previous claim against Starr & McCall for the furnishing of materials in connection with their contract for the construction of three bridges on the Willamette Highway in Klamath County, Oregon.

We thank you for this information.

Very truly yours

Secretary

HBG:AJ

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

ACT
DUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET

SAN FRANCISCO, CAL.

February 17, 1934

Oregon State Highway Commission,
Bridge Department,
Salem, Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer, Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

Herewith original letter of Eugene Sandand Gravel Company indicating that their claim against Starr and McCall has been satisfied. They have assigned their claim to us. Will you kindly plase this notification on file.

Yours very truly,

Tapscott

EXAMINER
SAN FRANCISCO

RMT:MB
enc

CHARLES A. HARDY
ATTORNEY

UNITED STATES NATIONAL BANK BUILDING
TELEPHONE 167

EUGENE, OREGON

February 15, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon - Starr & McCall
Contract # 1449 Willamette Highway

Referring to the claim heretofore filed in your office by the Eugene Sand & Gravel Company on account of furnishing material to Starr & McCall, Highway contract # 1449 - Willamette Highway, we beg to advise that the Fidelity & Casualty Company of New York has made satisfactory arrangements to take over this claim and pay the same, and you are hereby authorized to disregard our previous claim forwarded to you under date of November 1, 1933, and it will not be necessary for you to withhold any of the payments or final estimates due under this contract for or on account of the claim of the Eugene Sand & Gravel Company, and we will look to the Fidelity & Casualty Company of New York for payment of our claim and have assigned and released our said claim to the Fidelity & Casualty Company of New York.

Thanking you, we are

Yours very truly,

EUGENE SAND & GRAVEL COMPANY

By ______________ President.

JRM/J

184-a

February 19, 1934

The Fidelity and Casualty Company of New York
60 Sansome Street
San Francisco, California

Gentlemen:

This acknowledges receipt of your letter of February 14, 1934 relative to the cleanup work required of Starr & McCall in connection with their contract for the construction of three bridges on the Willamette Highway. This is being referred to the Bridge Engineer for attention, however, it is my understanding that there is considerable snow on the ground at the bridge sites which, no doubt, has deferred final inspection.

Very truly yours

Secretary

HBG:jn

February 19, 1934

Mr. C. B. McCullough
Office

Dear Sir:

Attached is copy of letter we have just received from the Fidelity and Casualty Company of New York regarding the clean-up work required of Starr and McCall in connection with their contract for the construction of the bridges on the Willamette Highway in Klamath County.

Very truly yours

Secretary

HBG:jn

"AMERICA FORE"

The Fidelity and Casualty Company of New York

LITY
NKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

R. M. TAPSCOTT, Examiner
60 SANSOME STREET
SAN FRANCISCO, CAL.

February 14, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H.B. Glaisyer, Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

Your Mr. Glaisyer's letter of January 26th indicated that you were requesting Bridge Engineer McCullough to write us concerning what clean-up work is to be done by Starr and McCall at the bridge site. We have not as yet heard from McCullough, and we do not like the matter to drag along as we are exceedingly interested in drawing down the retained percentage just as soon as possible. We have already effected settlement with some of the claimants and other settlements are in progress, and I will appreciate very much your asking your good bridge engineer to step on it.

Sincerely yours,

Tapscott

RMT:MB

ATTORNEY

#1449
184-a

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Eugene, Oregon
February 15, 1934

Sate of Oregon
Department of Highways
Salem, Oregon

Re: Contract #1449
Starr & McCall - Principal Contractor

Gentlemen:

This is to advise you that we supplied Starr & McCall, contractors, with petroleum products used in connection with contract award #1449, (Odel Lake - Walker Mountain Job), and at this time they are owing us $93.66. We understand that this job has now been completed and accepted and we are attaching our Contractor Stencil Form #37, the last six questions of which we would appreciate having you fill out and return to us at an early date.

Very truly yours,

SHELL OIL COMPANY

District Credit Manager

RHF B
Attach.

This is not to be considered as a claim.

~~#7~~

#1449

14a

February 15, 1934

The Fidelity and Casualty Company
60 Sansome Street
San Francisco, California

Attention of Mr. R. M. Tanscott, Examiner

Gentlemen:

I thank you for your letter of February 9 enclosing original letter of Mercer Steel Company, Portland, advising that its claim against Starr & McCall arising out of its contract with the Oregon State Highway Commission for the construction of three bridges on the Willamette Highway in Klamath County, Oregon, has been paid and satisfied.

Very truly yours

Secretary

HBG:AJ

cc Starr & McCall
Klamath Falls
Oregon

Mercer Steel Co.

DELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

February 9, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Secretary's Office

RE:-State of Oregon- Starr & McCall
49-S-6852 - HO # 60546-

I am attaching hereto original of letter addressed to your company by Mercer Steel Company, a corporation, showing that their claim against Starr and McCall hasnow been paid and satisfied.

Yours very truly,

RMTapscott

EXAMINER
SAN FRANCISCO

RMT:MB
enc

PHONE BROADWAY [redacted] 3495

MERCER STEEL COMPANY, INC.
REINFORCING STEEL AND SPECIALTIES
194 NORTH THIRTEENTH STREET
PORTLAND, OREGON

February 7, 1934

Oregon State Highway Commission
State House
Salem, Oregon

Gentlemen:

Sometime ago we filed a claim against Starr and McCall on Contract #1449 for the construction of bridges in Klamath County, Oregon.

This is to advise you that our claim has been paid and satisfied.

Yours very truly,
MERCER STEEL COMPANY, INC.
By H. D. Mercer Secty.

M R

February 10, 1934

Mountain Fir Lumber Company
Oakridge, Oregon

Gentlemen:

Reference is made to your letter of February 8 regarding your claim against the Knute Lien Construction Company for material sold and used in the rock surfacing of the Willamette Highway near Oakridge.

The contract to which you refer is not a State Highway contract but is a contract awarded to Mr. Lien by the Bureau of Public Roads and we therefore refer you to Mr. H. H. Lynch, District Engineer of the Bureau of Public Roads, whose office is in the Post Office Building, Portland, Oregon, for information relative thereto.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

Oakridge, Oregon, February 8- 1934

State Highway Commission
Salem- Oregon.

Dear Sirs:

Our company has an obligation due them from the Knute-Lien Construction company, for materials sold and used in the rock surfacing of the Willamette Highway near Oakridge. The Knute-Lien Company have instructed us to file this account with their bondsmen, whom we understand to be the Globe Indemnity Company, Portland, Oregon, inasmuch as they are unable to pay the bill.

We have written to the Globe Indemnity Company three different times about the matter, asking them for details of how the account is to be presented. We can get no reply from them.

We will appreciate it if you will advise us what to do about the matter, and oblige,

Yours truly
Mountain Fir Lumber Company
By Ralph E. Yoder

FORM 3-G-1 12083 1500 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

February 5, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

The contractor on the Odell job started work again. It was necessary that Mr. Slavens also return and I am having Cooper look after the Madras Maintenance Materials job.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

#1849

184-a

February 2, 1954

Virginia Bridge & Iron Co.
Roanoke
Va.

Gentlemen:

Thank you very kindly for your letter of January 29 advising that your claim against Starr & McCall for materials furnished them in connection with their contract for the construction of three timber bridges on the Willamette Highway has been paid in full.

We are today correcting our records in conformance with your letter.

Very truly yours

Secretary

[illegible]:AJ

cc Starr & McCall
Route 1, Klamath Falls, Oregon

cc Mr. R. M. Tapscott
Fidelity and Casualty Co.
60 Sansome St.
San Francisco, Calif.

cc Geo. P. Donahue, Agent
Klamath Falls, Oregon

#1449

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

February 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

There is enclosed for your information and files a copy of a letter from the Virginia Bridge & Iron Company advising that their notice of claim has been satisfied.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

VIRGINIA BRIDGE & IRON CO.

STEEL STRUCTURES

BRIDGES, BUILDINGS, ETC.

GENERAL OFFICES: ROANOKE, VA.

JOHN R. PARKER
TREASURER
H. S. DANCE
SECRETARY
R. L. MASTIN
ASST. SECY.-TREAS.

184-a

January 29th, 1934pk

FILE NO. V-9856

Air Mail

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Crescent Creek and
Odell Creek, Klamath
County, Oregon.

On October 3rd we filed with you a certified statement of account against Starr & McCall, in connection with material furnished them on the above project, which claim was acknowledged in Mr. Glaisyer's letter of October 6th.

Wish to advise that we have received payment of this account from The Fidelity & Casualty Company of New York, and wish to withdraw the notice of indebtedness which is on file in your department.

We have executed an assignment in favor of the Fidelity & Casualty Company of New York.

Yours very truly,

Treasurer.

dcs

lfk

COPY

VIRGINIA BRIDGE & IRON CO.
Steel Structures

Roanoke, Va.

January 29th, 1934pk

File No. V-9856

Air Mail

Hon. Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:-

Crescent Creek and
Odell Creek, Klamath
County, Oregon.

On October 3rd we filed with you a certified statement of account against Starr & McCall, in connection with material furnished them on the above project, which claim was acknowledged in your letter of October 5th.

Wish to advise that we have received payment of this account from The Fidelity & Casualty Company of New York, and we wish to withdraw thenotice of indebtedness which is on file in your office.

We have executed an assignment in favor of The Fidelity & Casualty Company of New York.

Yours very truly,

JOHN R. PARKER

Treasurer.

dcs
lfk

184a

OREGON STATE HIGHWAY COMMISSION

January 29, 1934

Fidelity and Casualty Company of New York
60 Sansome Street
San Francisco, California

Gentlemen:

Attention R. M. Tapscott

Reference is made to your letter of the 23rd instant re State of Oregon - Starr & McCall, 49-S-6352-104 20546.

Section 49-701, Oregon Code 1930, relating to bonds includes "all contributions or amounts due the State Industrial Accident fund".

Section 67-1101, Oregon Code 1930, as amended by Laws of 1931, Chapter 280, Article 1, relating to bonds, likewise includes "all contributions or amounts due the State Industrial Accident fund".

We know of no statutes of the State of Oregon covering or making reference to "Release of Withheld Bond" such as you mention in your letter.

It is our understanding that the first matter mentioned in your letter relative to cleaning up is being referred to C. B. McCullough, Bridge Engineer, for reply.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 26, 1934

IN REPLY PLEASE
REFER TO FILE NO.

R. M. Tapscott, Examiner
The Fidelity & Casualty Co. of N.Y.
60 Sansome Street
San Francisco, California

Dear Sir:

This acknowledges receipt of your letter of January 23 with further reference to the Starr & McCall contract for the construction of bridges on the Willamette Highway in Klamath County, Oregon.

I am asking our Bridge Engineer, Mr. C. B. McCullough, to write to you concerning the clean-up work which is yet to be done by Starr & McCall at the bridge sites and I am referring your letter to the Commission's legal advisor to advise you with respect to the other matters which are of a legal nature.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - J. N. De Sousa ✓
C.B. McCullough

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

TY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
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MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET

SAN FRANCISCO, CAL.

January 23rd, 1934.

State Highway Commission,
Salem,
Oregon.

Gentlemen:

Re: State of Oregon - Starr & McCall
49-S-6852 HO# 60546

Thanks for your several letters of the 13th, 15th and 16th.

Three questions I would like to ask. First, have the Bridge Engineer write us specifically what clean-up is yet to be done and we will see that it is done. Secondly, are there any precedents in Oregon establishing that the Oregon Industrial Accident Fund's claim for premium is a proper charge against a surety bond such as was issued here? Third, have you any authority under the Statute to accept what we here in California term a Release of Withhold Bond? Here in this State if some of the claims are disputed, and may have to be litigated, we can put up a Release of Withhold Bond to protect the State in 125% of the amount of the claim or claims in question and draw down the money in the hands of the State.

Some of these claims are doubtful and we should like to be able to put up such a Bond if it becomes necessary. Thanking you kindly for your earliest possible reply, I remain,

Yours very truly,

ATTORNEY

RMT:EY
cc -HO
cc -FLA

184-a

January 26, 1934

R. H. Tapscott, Examiner
The Fidelity & Casualty Co. of N.Y.
60 Sansome Street
San Francisco, California

Dear Sir:

This acknowledges receipt of your letter of January 25 with further reference to the Starr & McCall contract for the construction of bridges on the Willamette Highway in Klamath County, Oregon.

I am asking our Bridge Engineer, Mr. C. B. McCullough, to write to you concerning the clean-up work which is yet to be done by Starr & McCall at the bridge sites and I am referring your letter to the Commission's legal advisor to advise you with respect to the other matters which are of a legal nature.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - J. W. De Souza
C.B. McCullough

(COPY)

THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

San Francisco, Calif.

R. M. TAPSCOTT, Examiner
60 Sansome Street

January 23rd, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

Re: State of Oregon - Starr & McCall
49-S-6852 HO #60546

Thanks for your several letters of the 13th, 15th and 16th.

Three questions I would like to ask. First, have the Bridge Engineer write us specifically what clean-up is yet to be done and we will see that it is done. Secondly, are there any precedents in Oregon establishing that the Oregon Industrial Accident Fund's claim for premium is a proper charge against a surety bond such as was issued here? Third, have you any authority under the Statute to accept what we here in California term a Release of Withhold Bond? Here in this State if some of the claims are disputed, and may have to be litigated, we can put up a Release of Withhold Bond to protect the State in 125% of the amount of the claim or claims in question and draw down the money in the hands of the State.

Some of these claims are doubtful and we should like to be able to put up such a Bond if it becomes necessary. Thanking you kindly for your earliest possible reply, I remain

Yours very truly,

R. M. Tapscott (Signed)
ATTORNEY

#1449

184-a

January 16, 1934

Hon. Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 15 inclosing three copies of a notice of claim filed in your office by the State Industrial Accident Commission in the amount of $181.03, together with interest thereon at 1% per month from January 1, 1934, against Starr & McCall in connection with the construction of the bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway, contract No. 1449.

According to our usual custom we are today notifying the contractor and his surety of the existence of such claim.

Yours very truly,

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

January 16, 1934

Mr. R. H. Tapscott
Examiner, Fidelity & Deposit Company of New York
60 Sansome Street
San Francisco, California

Dear Sir:

Since last writing you regarding the Starr & McCall contract, in which letter we listed the claims on file in this office againce that contractor, there has been filed with us the claim of the Oregon State Industrial Accident Commission in the sum of $181.03 for contributions to the State Industrial Accident Fund,

Very truly yours

State Highway Commission

Secretary

HBG
jn

January 16, 1934

Fidelity & Casualty Company of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Inclosed is copy of notice of claim forwarded to this office by the Secretary of State, filed by the State Industrial Accident Commission for contributions due the State Industrial Accident Fund in the amount of $181.03, together with interest thereon at 1% per month from January 1, 1934, against the bond taken from Starr & McCall in connection with state highway contract No. 1449, awarded for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway.

This information is given you inasmuch as you are the surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

[illegible]
jn

c.c. Starr & McCall
Route 1, Box 157
Klamath Falls, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

January 15, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by State Industrial Accident Commission for contributions due the State Industrial Accident Fund in the amount of $181.03, together with interest thereon at 1% per month from January 1st, 1934, against the bond taken from Tracy Starr and E. W. McCall, principal, and Fidelity & Casualty Company of New York surety, for work on State Highway contract No. 1449.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs.

OPY

January 13th, 1934.

To - State of Oregon

Hal E. Hoss,
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the State Industrial Accident Fund in the sum of $181.03, together with interest thereon at the rate of one per cent per month from January 1st, 1934 until paid, against the bond taken from Tracy Starr and E. W. McCall, partners, principal, and the Fidelity & Casualty Company of New York, G. P. Donahue, Agent, Klamath Falls, Oregon, surety, in connection with State Highway Contract No. 1449, which was for the construction of certain wooden bridges in Klamath County, Oregon.

STATE INDUSTRIAL ACCIDENT COMMISSION

By Ralph H. Campbell
Attorney and Assistant Commissioner.

RHC:LF

Endorsed: File No. 2389
Filed January 15, 1934
HAL E. HOSS,
Secretary of State

#1449

184-a

The Fidelity and Casualty Company of New York

January 15, 1934

Mr. R. M. Tapscott, Examiner
The Fidelity and Casualty Company of N. Y.
60 Sansome Street
San Francisco, California

Dear Sir:

Reference is made to your two letters of January 12 regarding Starr & McCall's contract for the construction of three bridges on the Willamette Highway in Klamath County.

It is not absolutely necessary that Release to Withhold be verified before a notary. The statement of the claimant, however, should be clear and complete and to the effect that he has received from the contractor full and complete settlement of his claim against the contractor.

Regarding the assignment in duplicate, which you submitted — one of which is signed by Mr. McCall and the other by Mr. Starr, will say that this is acceptable.

The final warrant will be prepared in accordance with the provisions of the assignment.

Very truly yours

Secretary

HBG:AJ

Final $3,185.83 approved

mailed Jan 16

NOTED
JAN 16 '34
C. M. YEAGER

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

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COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
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FRANCHISE
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PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

January 12, 1934

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer-Secretary

RE:- Starr & McCall - State of Oregon
49-[illegible]-6852 - HO # 60546-

As soon as possible will you reply to our letter of January 8th.

Another question that I desire to clear up, and that is the form of release that you desire from the various claimants. Ordinarily in California we simply take a written communication addressed to the public authority having control of the situation, to the effect that the particular claimant in question acknowledges that its claim has been adjusted and directs the public authority to release the money heretofore tied up by Notice to Withhold.

These ordinarily are not verified before a Notary.

If such notification to your Commission would be satisfactory, will you please advise me promptly.

Yours very truly,

RMTapscott

EXAMINER
SAN FRANCISCO

RMT:MB

noted
aav 1/15

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

NKET
COURT
CONTRACT
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MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 Sansome Street
SAN FRANCISCO, CAL.

January 12, 1934

Oregon State HighwayCommission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer, Secretary-

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO # 60546-

When writing you to-day we overlooked the fact that we have not as yet filed the Assignment of Starr and McCall in our favor covering the balance of the retained percentage. This Assignment was executed in duplicate, one form being signed by one of the co-partners and the other by the second co-partner, inasmuch as both were not available at the time the first one was executed.

We assume that these Assignments will satisfy your requirements and are attaching same hereto, the signatures being duly witnessed by George P. Donahue, the agent who wrote this bond at Klamath Falls, Oregon.

Yours very truly,

RMTapscott

EXAMINER
SAN FRANCISCO

RMT:MB
enc

January 13, 1934

R. M. Tapscott, Examiner
The Fidelity and Casualty Company of New York
60 Sansome Street
San Francisco, California

Dear Sir:

Reply is made to your letter of January 8 regarding Starr & McCall's contract for the construction of three timber bridges on the Willamette Highway in Klamath County, state highway contract No. 1449.

We regret to advise that we cannot issue partial payment in the amount of the Release of Withhold as you submit them. To do so would require the splitting of an estimate voucher which is strictly contrary to the established practice of this Department and the regulations of the Secretary of State.

We have no particular form of release of withhold. An affidavit from the creditor stating that his claim against the contractor has been fully satisfied is sufficient.

The assignment from Starr & McCall to the Fidelity and Casualty Company of New York does not have to be acknowledged before a notary. The witnessing of the signature is sufficient. Inasmuch as this assignment is being made to the surety on the bond furnished by the contractor in connection with this particular project it will not be necessary for the bonding company consent to the assignment as such consent is self-evident.

It is not absolutely necessary that the assignment be presented to this Commission prior to the submission of the release of withhold, however, in order to expedite payment it would be well to furnish us with the assignment at once. We will then be in a position to immediately present the voucher to the Secretary of State for issuance of the warrant which will be made to Starr & McCall, assigned to the surety.

Our records reveal that there is now due and payable to Starr & McCall from the State Highway Commission for work in connection with this particular contract the total sum of $3,185.83. Inquiry in the office of the Bridge Engineer reveals that Starr & McCall have a small amount of cleaning-up work to do around the bridge sites before the Bridge Engineer will accept the project. Therefore, it will be necessary that this cleaning-up work shall be done before we will release the final payment notwithstanding the fact that all claims have been satisfied.

There follows a list of claims which have been filed in this office since November 29, 1933:

11/29/33	Pacific Pumping Co., Inc.	rental of equipment	$ 51.48
12/6/33	Mercer Steel Company	material	1,998.56
12/27/33	McCraken-Ripley Company	material	28.28

We appreciate your efforts to adjust this matter and trust that it may be carried to a satisfactory conclusion in the near future.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

January 13, 1933

List of claims filed against Starr & McCall against their contract No. 1449 - Three tomber bridges with concrete decks on the Willamette Highway in Klamath County: since November 29th, 1933 -

11-29-33	Pacific Pumping Company, Inc - rental of equipment -	$ 51.48
12-6- 33	Mercer Steel Company - for material -	$1,998.56
12-27-33	McCraken-Ripley Company - for material -	28.28

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COURT
CONTRACT
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DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"
The Fidelity and Casualty Company of New York
ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
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AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET
SAN FRANCISCO, CAL.

January 8, 1934

RECEIVED
JAN 1[illegible] 1934
OREGON
[illegible] COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:- Attention Mr. H. S. Glaisyer- Secretary

RE:- Starr & McCall - State of Oregon
49-S-6852 - HO # 60546-

est. #6
to Aug 16
paid 5,286.88
[illegible]
#7
3185.83

In connection with the above job, your No. 1449, will you kindly advise me whether upon receipt of Release of Withhold from the several creditors you will make the funds so released available for immediate distribution; in other words, we desire to file Releases of Withhold thus drawing down the money that is now in your possession for partial liquidation of outstanding claims. These may come in piece-meal, but what we desire to know is whether you will release a corresponding amount of money upon the receipt of the several Withholds as they come in.

If you have any particular form of Release of Withhold which must be executed, will you please send me a supply together with your reply to this letter.

The money so released, of course, we desire made payable to us, and we have secured an Assignment of Claim from both McCall and Starr on the short form you recently sent us. Evidently, these Assignments do not have to be acknowledged before a Notary and they have merely been witnessed.

If you want these Assignments on file now in order that can go thru with the above program, will you kindly advise. Also kindly advise the exact amount of money withheld.

Please refer to your letter to us of November 29th listing claims on file.

Will you kindly supply us with a list of claims that have been filed since the date of that letter so that we may have a complete list as they appear on your records to date, as we are trying strenuously to get this matter adjusted, but owing to the fact that the creditors are widely scattered it has been very difficult.

Thanking youfor your kindly attention, I remain,

Yours very truly,

RMT:MB ATTORNEY

#1449

184-a

January 9, 1934

Fidelity & Casualty Co. of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Dear Sirs:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by McCraken-Ripley Company, which claim is in the sum of $28.28 and is for asphalt expansion joints furnished to Starr & McCall in connection with the construction of three bridges on the Willamette Highway in Klamath County under state highway contract No. 1449.

This information is being given you inasmuch as you appear as surety on the contractor's bond.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Starr & McCall
Route 1, Box 157
Klamath Falls, Oregon

January 9, 1934

Hon. Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 6 inclosing three copies of notice of claim filed in your office by McCraken-Ripley Company for $28.28 for asphalt expansion joints furnished to Starr & McCall in connection with the construction of three timber bridges on the Willamette Highway in Klamath County, state highway contract No. 1449.

As is our usual practice we are today forwarding copies of such claim to the contractor and his surety.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1449

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 6, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by McCraken-Ripley Company for $28.28 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on the Willamette Highway in Klamath County, State Highway contract No. 1449.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

McCRAKEN-RIPLEY CO.
Building Materials
2221 N. Albina Avenue
Portland, Oregon

Jan. 5th, 1934.

Hon. Hal E. Hoss,
Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, McCraken-Ripley Co., a corporation, organized under the laws of the State of Oregon, has a claim for materials, (Asphalt Expansion Joints) furnished for and used in the construction of three bridges on the Willamette Highway in Klamath County, under State Highway Contract No. 1449, in the sum of Twenty Eight and 28/100 Dollars, ($28.28), against Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety;

That this sum is due and has not been paid, and that there are not off-setting credits.

Yours very truly,

McCRAKEN-RIPLEY CO.

By E. G. King
Treasurer.

EG K

Registered: return
receipt requested.

Endorsed: File No. 2382
Filed January 6, 1934
HAL E. HOSS,
Secretary of State

41848 500 10-32

IONERS
COTT, CHAIRMAN, PORTLAND
ASHBURNE, EUGENE
RICH, PENDLETON

GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

134-B

December 18, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr. H.~~ G. Smith

Dear Sir:

The Odell Lake job closed down last Saturday and threw our crew out of employment. I am laying off, today, the transitman, Tabb Thompson and computor, Ed Pease.

Their homes are in Bend and I am having them register at the U. S. Employment Office as I hoped that there might be a chance for them to get jobs on the Coast and Geodetic work we are to do. They are both quite capable and have worked for us three or four years.

Please give them all possible consideration in assigning new jobs.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

940 500 10-30
NERS
T. CHAIRMAN, PORTLAND
HBURNE, EUGENE
CH, PENDLETON

LAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

184-B

December 18, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

As Slavens' job at Odell Lake was stopped on account of snow I am transferring him to Madras to take care of the maintenance job which Walsh has been handling. Walsh's work on this project has not been any too satisfactory.

The County judge has requested us to recommend a man to help them with their CWA projects and I thought that Slavens could handle our work and theirs, which will keep expenses for both down to a reasonable amount. The County is willing to pay all costs incurred in the handling of the work for them. It is requested that you approve this change and plan.

If you could use Walsh in the Coast and Geodetic work I will have him register at The Dalles.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

NOTED
Highway Engineer

184-a

December 18, 1933

R. M. Tapscott, Examiner
The Fidelity and Casualty Co. of New York
60 Sansome Street
San Francisco, California

Dear Sir:

Reply is made to your letter of December 14 regarding the Starr & McCall contract No. 1449 for the construction of three bridges on the Willamette Highway in Klamath County, Oregon.

As requested, I am inclosing several copies of our standard assignment of claim form. Duplicate originals of this assignment should be returned to this office. I also inclose mimeographed copy of Chapter 280, Laws of 1931, which relates to the filing of claims against public contracts. You will note in this law that creditors are required to file notices of their claims with the Secretary of State prior to the expiration of six months from the date of the completion of the contract.

According to our records the Starr & McCall contract was completed on September 16, 1933. The records also show that it was accepted by formal action of the State Highway Commission on October 4, 1933. The six months' period starts from the date of acceptance rather than the date of completion.

Replying to the third paragraph of your letter, in which you inquire whether or not the Commission will pay out of the retain percentage pro rata to such claimants whose claims would be listed and sent to the Commission with the approval of Starr & McCall and your company, will say that this is strictly contrary to the practice of this Department. Warrants issued in connection with contractors' payments are prepared by the Secretary of State, which warrants are issued for each monthly payment. To split an estimate, as you request, would cause confusion and would place a responsibility on the State Highway Commission which it cares not to assume. It will be necessary, therefore, for the bonding company to advance its funds for the payment of claims.

Very truly yours

STATE HIGHWAY COMMISSION

hbg:jn

Secretary

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

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MACHINERY
AVIATION

R. M. TAPSCOTT, Examiner
60 SANSOME STREET
SAN FRANCISCO, CAL.

December 14, 1933

Oregon State Highway Commission,
Salem,
Oregon.

[illegible] DEC [illegible] 1933

Gentlemen:- Attention H. B. Glaisyer, Secretary

RE:- State of Oregon - Starr & McCall
49-S-6852 - HO #60546

In one of your previous letters in regard to the Starr and McCall contract #1449, on Williamette Highway, you advised that your department had special forms of Assignments which could be used to cover an Assignment from these principals to the surety. I will appreciate it if you will send me a few of these forms.

I have also been endeavoring to locate here in town the Oregon Public Works Statute in pamphlet form. If you have the Statute in print covering the present Oregon Public Works, I would like to get two copies. Whatever expense there is attached to securing these I will be glad to cover by draft promptly upon receipt thereof from your office.

In connection with settling of the claims on this job I would like to know whether your Commission would pay out the retained percentage pro rata to such claimants whose claims would be listed and sent to you with the approval of Starr and McCall and our company. If it would be possible to do so it would obviate the necessity of advancing funds. Will you kindly let me know as to this point.

It is my understanding that claims against a job of this sort must be filed with the Highway Commission within six months from the date of Notice of Completion. Will you please advise me when this six months' period expires, and if I am correct in my understanding of the law in that respect.

Again thanking you for your courtesy and patience with us in this matter, I remain,

Yours very truly,

R M Tapscott

RMT:MB

ATTORNEY

9

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
DEC 1[illegible] 1933

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher submitted for Oregon E-184-A.

It appears that a time extension from August 31, 1933, to September 16, 1933, was granted to Starr & McCall, bridge contractors on this project. Will you please forward copies of the minutes of the State Highway Commission regarding this matter. The final voucher must be held in this office until this information is received.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

1229

#1422

#1449

184-a

December 6, 1933

Fidelity & Casualty Company of N. Y.
C/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Mercer Steel Company Inc. against the bond furnished by Starr & McCall in connection with contract No. 1449 covering bridge construction on the Willamette Highway in Klamath County. You will note this claim represents interest due amounting to $1998.56 and is supplemental to claim filed by the Mercer Steel Company on September 28, 1933.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Starr & McCall
Rt. #1, Box 157
Klamath Falls, Oregon

December 6, 1935

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of the receipt of your communication of November 29th with attached notice of claim which has been filed by Mercer Steel Company Inc. against the bond furnished by Starr & McCall in connection with contract No. 1449 covering bridge construction on the Willamette Highway in Klamath County. This claim represents interest due amounting to $1998.56 and is supplemental to claim filed by the Mercer Steel Company against this contract on September 28, 1935.

In accordance with our usual practice we are today sending a bopy of the notice to the contractor and the surety.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 4 1933
OREGON
STATE HIGHWAY COMMISSION

November 29, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a supplemental notice of claim by Mercer-Steel Company, Inc. for $1998.56 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company, surety, for work on the Willamette Highway in Klamath County, contract No. 1449.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

MERCER STEEL COMPANY, INC.
Reinforcing Steel and Specialties
194 North Thirteenth Street
Portland, Oregon

Nov. 28, 1933.

Mr. Hal E. Hoss, Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

On September 28, 1933, we filed a claim against the bond taken from the Fidelity & Casualty Company, (George P. Donahue, agent, Klamath Falls) by Starr & McCall, general contractors, for the work of constructing three bridges on Willamette Highway, Klamath County, for the Oregon State Highway Commission, Contract #1449. This claim was duly acknowledged by your office as of Sept. 29, 1933.

Notice is hereby given that the undersigned, Mercer Steel Company, Inc., an Oregon Corporation, has a further claim according to the terms of our contract with the aforesaid Starr & McCall of interest at 8% per annum on this account after our terms of thirty days net had expired as follows:

$643.18 from April 6th to date of settlement.
1333.38 " July 6th " " " "

This supplemental claim to be filed against the bond and surety in the same manner as our original claim and in addition thereto.

Very truly yours,

MERCER STEEL CO., INC.
BY: H. D. Mercer

HDM:W
CC to Pfouts & Hobson
Board of Trade Bldg., City.

Endorsed: File No.2362
Filed November 29, 1933
HAL E. HOSS,
Secretary of State

#1449

184-A.

November 29, 1933

Fidelity & Casualty Co. of New York
C/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Pacific Pumping Company Inc. against the bond furnished by Starr & McCall in connection with contract No. 1449 covering bridge construction on the Willamette Highway in Klamath County. This claim is in the amount of $51.48 and represents rental of equipment.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Starr & McCall
Rt. #1,Box 157
Klamath Falls, Oregon

November 29, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This acknowledges receipt of your letter of November 28th with attached copies of notice of claim which has been filed by the Pacific Pumping Company Inc. for rental of equipment in the amount of $51.48 against the bond furnished by Starr & McCall in connection with contract No. 1449 which covers bridge construction on the Willamette Highway in Klamath County.

In accordance with our usual practice we are today sending copies of this notice to the contractor and the surety.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

November 28, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Pacific Pumping Company, Inc. for rental of equipment in the amount of $51.48 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on the Willamette Highway in Klamath County, contract No. 1449.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

PACIFIC PUMPING COMPANY, INC.
Pumps for every Service

617 N. W. Flanders St., Portland, Oregon
BRoadway 3384

November 27, 1933

Secretary of State Hal E. Hoss
State House
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, PACIFIC PUMPING COMPANY, INCORPORATED, has a claim for rental of pumping equipment in the sum of $51.48 against the bond furnished to Starr & McCall by the Fidelity & Casualty Company of New York for the work of construction three bridges on the Willamette Highway in Klamath County, Oregon, contract No. 1449.

Very truly yours,

PACIFIC PUMPING COMPANY, INC.

S. B. HUNTTING
S. B. Huntting
Vice-President

SBH:J

Endorsed: File No. 2560
Filed November 28, 1933
HAL E. HOSS,
Secretary of State

1 84-a

November 29, 1933

The Fidelity & Casualty Co. of N. Y.
60 Sansome Street
San Francisco, California

Gentlemen:

Attention of R. M. Tapscott, Examiner

In compliance with your wire request of even date we are listing claims on file against Starr & McCall in connection with the construction of three bridges on the Willamette Highway in Klamath County, state highway contract #1449, as follows:

Chemult Hotel, Chemult, Oregon	Board & room	$ 304.00
P. D. Gilbridge, Chemult, Oregon	supplies	42.65
Mercer Steel Co., Portland "	material	1,998.56
Virginia Bridge & Iron Co., Roanoke, Va.	material	1,634.70
C. J. Montag, Portland, Oregon	material	235.00
Mrs. Minta G. Regner, Crescent Lake	material	167.94
Fred Anderson, Crescent Lake, Oregon	truck rental	48.00
Eugene Sand & Gravel Co., Eugene "	material	1,054.56
F. W. Stillwell, Klamath Falls, "	truck hire	331.60
Pacific Pumping Company, Inc., Portland	rental	51.48

We shall be glad to furnish any further information you may desire.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

QUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTIONS CONCERNING ITS SERVICE

SERVICE

This is a full-rate
Telegram or Cable-
gram unless its de-
ferred character is in-
dicated by a suitable
sign above or preced-
ing the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

SPR M 13 SANFRANCISCO CALIF 939A NOV 29 1933

H B GLAISYER

SECRETARY OREGON STATE HIGHWAY COMMISSION

KINDLY MAIL IMMEDIATELY COMPLETE LIST WITHHOLDS FILED AGAINST STARR AND MCCALL BRIDGE PROJECT

THE FIDELITY AND CASUALTY CO OF NEWYORK R M TAPSCOTT

951A

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE.

STARR & MC CALL *

Claims on File against Cont. #1449 - Klamath County -

Chemult Hotel - Board and Room -	$304.00
P. D. Gilbridge - supplies -	42.65
Mercer Steel Co. - material -	1,998.56
Vriginia Br. & Iron Co. - material -	1,634.70
C.J. Montag - matetial -	235.00
Mrs. Minta G. Regner - material -	167.94
Fred Anderson - truck rental -	48.00
Eugene Sand & Gravel Co. - material -	1,054.56
F. W. Stillwell - truck hire -	331.60

~~#1449~~
Klamath Co
184-a.

November 25, 1935

Pacific Pumping Company, Inc.
617 N. W. Flanders,
Portland, Oregon.

Attention: S. E. Nutting, Mgr.

Gentlemen:

In response to your inquiry of November 24th we wish to advise that the Starr & McCall contract covered the construction of three bridges on the Willamette Highway in Klamath County, Contract No. 1449. This contract was completed on September 16, 1935 and was accepted on October 4, 1935. The bond furnished in connection with the contract was written by the Fidelity & Casualty Company of New York for whom Geo. F. Donahue, Klamath Falls, Oregon, is resident agent.

The address of the contractors is Route #1, Box 157, Klamath Falls, Oregon.

ine Pumps and Water Systems
Rotary Pumps and W Systems
LaBOUR Self-Priming Centrifugals

PAC IC Sump Pumps and Sewage Ejectors
IBALL-KROGH Deep Well Turbines
PACIFIC Vertical Centrifugal Pumps

Pacific Pumping Company, Inc.

Pumps for every Service

617 N. W. Flanders St. ◆ Portland, Oregon

BRoadway 3334

RECEIVED
NOV 25 1933
OREGON

November 24, 1933

State H₁ghway Commission
Salem, Oregon

Please furnish us with the full name and description of the work which Starr & McCall, contractors, have recently finished at Crescent Lake, also, the date of completion and the permanent address of these contractors.

Thank you.

Very truly yours,

PACIFIC PUMPING CO., INC.

S. B. Huntting

SBH:J

S. B. Huntting
Manager

NRA
MEMBER
U.S.
WE DO OUR PART

PUMPS RENTED

#1422

184-a

November 23, 1933

Standard Oil Company of California,
Pacific Building,
Portland, Oregon.

Gentlemen:

In response to your inquiry of November 21st we wish to advise that the Korn & Kibbe contract No. 1422 - Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County was completed on August 24, 1933. This contract was accepted by the Highway Commission on October 4, 1933.

Very truly yours,

Secretary.

Dist. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

November 21, 1933

Kern & Kibbe
Job 1422

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

The above job calls for the construction of the Odell Lake-Walker Mountain section of the Willamette Highway in Klamath County, and was to be completed on May 31, 1933.

To protect our lien rights will you please inform us when this job was accepted by the State. For your convenience we are enclosing a stamped self-addressed envelope.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
W. L. Muncy, District Sales Manager

By F. M. Ewing
District Credit Man

GRW:LP

RECEIVED
NOV 2 1933
OREGON

NRA
MEMBER
U.S.
WE DO OUR PART

#1422

114-a

November 10, 1933

Hartford Accident & Indemnity Company
% Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to Kern & Kibbe on Contract No. 1422 for grading Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County.

This payment will be made on or after November 20, 1933.

The State is not advised of any unpaid claims for labor, materials or of any existing claims, debts, dues or demands incurred by the contractor in connection with this work that remain unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information, we wish to advise that the total amount paid to Kern & Kibbe in connection with this work will be $149,055.56, including the final payment. Of this amount $1,031.29 was for force account.

Kindly acknowledge receipt of this notice.

Very truly yours

Secretary

AJ

#1449

184-a

November 9, 1933

Messrs. Starr & McCall
Route 1, Box 157
Klamath Falls, Oregon

Gentlemen:

We are in receipt of information that F. W. Stillwell, 9 Loomis Building, Klamath Falls, has a claim for labor and truck hire in the sum of $331.60 against your firm in connection with your contract for the construction of three bridges on the Willamette Highway in Klamath County, state highway contract No. 1449. We would suggest that you take steps to satisfactorily adjust such claim.

A copy of this letter is being forwarded to the Fidelity & Casualty Co. of New York, the surety on the bond furnished by you, so that they will be advised of the exittence of this claim.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

c.c. Fidelity & Casualty Co. of N. Y.
Geo. P. Donahue, Agent
Klamath Falls, Oregon

November 9, 1933

Mr. J. C. O'Neill
Attorney at Law
Suite 9, Loomis Building
Klamath Falls, Oregon

Dear Sir:

Responding to your request of November 8, I am sending to you by express today a certified copy of contract No. 1449 between the State of Oregon and Starr & McCall for the construction of three bridges on the Willamette Highway in Klamath County.

You inquire what the Commission will do, if anything, about claims filed against this job. Indications are that no further amounts will be paid to Starr & McCall until outstanding claims have been adjusted satisfactorily.

Regarding the labor claims, it might be advisable to take up such matters with the State Labor Commissioner.

Yours very truly

Secretary

HBG:jn

J. C. O'NEILL
ATTORNEY AT LAW
SUITE 9 LOOMIS BUILDING
KLAMATH FALLS, OREGON

TELEPHONE 930

RESIDENCE 803 M

November 8, 1933

The Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed you will please find notice as required by section 67-1101 Oregon Code for work done by F. W. Stillwell under contract numbered 1449 between yourselves and Starr & McCall.

My client wants a certified copy of the bond and contract for the purpose of immediate suit. We have tried to effect settlement with both the contractors and the bonding company, but have succeeded only in getting evasive replies and promises of future settlement.

If you will please inform me of the cost of these copies, if any, I will send the same at once.

I have another case against this contract and bond which is ready for suit also and of which you received notice prior to this time. This is the claim of L. G. Dawson on behalf of the Chemult Hotel. I would appreciate your telling me what the commission will do, if anything about these claims.

The people who furnished goods and performed labor upon this job are very much concerned and there are numerous complaints about the payment of the labor upon this job and I think that the contractors and the bonding company should to taken to task about it. This job was supposed to be for relief purposes and the workmen have been ill-treated so far about payment of their wages. I had to bring one action prior to this time to collect a small wages claim. I am,

Very truly yours,

J C O'Neill

Attorney for F. W.
Stillwell.

NOTICE

To: The State of Oregon, and The Oregon State Highway Commission

Notice is hereby given that the undersigned F. W. Stillwell has a claim for labor and truck hire in the sum of $331.60 performed and furnished against the bond taken from Starr & McCall as primcipals and the Fidelity & Casualty Co. of New York as surety for said Truck Hire and Labor performed for said Starr & McCall upon the construction of certain bridges under contract with the Oregon State High Commission under contract numbered 1449; this truck hire and labor was furnished and performed by virtue of a contract for hire of the truck at $1.50 per day for the truck, the day consisting of 8 hours, and $.50 per hours for labor in connection with the trucking; the said Starr & McCall were to furnish all parts, gas, oil, and repairs, except rubber tires; also three loads from Klamath Falls, Oregon, at an agreed price of $30.00 per load.

This notice is given pursuant to section 67-1101 Oregon Code, and the undersigned requests a certfied copy of the Bond and Contract under said contract 1449 for the purpose of suit upon said bond.

Dated this 7 day of November, 1933.

F.W. Stillwell

F. W. Stillwell
9 Loomis Bldg.
Klamath Falls, Oregon.

November 7, 1933

Kern & Kibbe
290 East Salmon Street
Portland, Oregon

Attention: R. McCall

Gentlemen:

Reply is made to your inquiry of November 6th as to when you may expect to receive final estimate on contract No. 1422 covering construction work on the Odell Lake-Walker Mountain Section of the Willamette Highway.

Investigation reveals that the final voucher is now being prepared and will be sent to you within the next few days.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

H. B. G.

They think that yhe final voucher will be prepared to day on this. They will let me know and I will advise you later.

J. McF,

---

ember 6, 1933

RECEIVED
NOV - 1933
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

We would appreciate it if you would advise us when we may expect to receive the final estimate on our contract No. 1422, Odell Lake-Walker Mountain Sec. of the Willamette Highway in Klamath County.

Yours truly,

KERN & KIBBE

R. McCall

R
M
:
M

enc.

Jim What is status [illegible]

KERN & KIBBE
290 EAST SALMON STREET
PORTLAND, OREGON

November 6, 1933

RECEIVED
NOV [illegible] 1933
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

We would appreciate it if you would advise us when we may expect to receive the final estimate on our contract No. 1422, Odell Lake-Walker Mountain Sec. of the Willamette Highway in Klamath County.

Yours truly,

KERN & KIBBE

R. McCall

R
M
:
M

enc.

Jim What is status this

#1449

184-a

November 6, 1938.

Fidelity & Casualty Co. of N. Y.,
C/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We are enclosing copy of statement of claim which the Eugene Sand & Gravel Company has against Starr & McCall for materials furnished amounting to $1054.56 in connection with contract No. 1449 which was awarded Starr & McCall for bridge construction on the Willamette Highway in Klamath County.

This information is given you as you appear as surety on the bond taken on this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Starr & McCall
Rt. #1, Box 157
Klamath Falls, Oregon

November 6, 1933

Charles A. Hardy, Attorney
U. S. National Bank Building
Eugene, Oregon.

Dear Sir:

This acknowledges receipt of your letter of November 3rd enclosing itemized statement of the claim which the Eugene Sand & Gravel Company has against Starr & McCall on account of material furnished them on contract No. 1449, which claim is in the amount of $1054.56.

I am making note of this claim in our record of this contract and am also forwarding copies of the statement to the bonding company and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

CHARLES A. HARDY
ATTORNEY

UNITED STATES NATIONAL BANK BUILDING
TELEPHONE 167

EUGENE, OREGON

November 3, 1933

RECEIVED
NOV 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

Referring to my letter of November 1st, in regard to claim of Eugene Sand & Gravel Company against Starr & McCall, on account of material furnished them on Contract No. 1449 - Willamette Highway, I am enclosing herewith the itemized statement of account which was omitted from my previous letter.

Yours very truly,

Charles A Hardy

CAH/J
Enc.

EUGENE, OREGON, N 2 I933 193

M Starr & McCall Bridges Willamette Hwy.

IN ACCOUNT WITH

EUGENE SAND & GRAVEL CO., INC.

J. R. MCKY, PRES. H. B. RUTH, SEC'Y-TREAS.

WASHED SAND, GRAVEL AND CRUSHED ROCK

EXCAVATING, TEAMING AND GENERAL CONTRACTING

P. O. BOX 607 FIRST AND HIGH STREETS OFFICE PHONE 134

Jan. I6 -	44	yds.	Conc.	Gravel,	fob	Odell Lake	......	$ I24.52
	36	"	"	Sand	"	" "	......	I0I.88
Apr. 20 -	38	"	"	Gravel	"	Mowich "	......	II3.24
22 -	5	"	"	"	"	"	......	I4.90
	32	"	"	Sand	"	"	......	95.36
July 6 -	36	"	"	Gravel	"	Odell Lake	......	I0I.88
2I -	32	"	"	"	"	Umli	......	90.56
	32	"	"	"	"	"	......	90.56
	30	"	"	Sand	"	"	......	84.90
	6	"	"	Gravel	"	"	......	I6.98
25 -	30	"	"	Sand	"	Odell Lake	......	84.90
	35	"	"	Gravel	"	" "	......	99.05
28 -	30	"	"	Sand	"	" "	......	84.90
Aug. 5 -	36	"	"	Gravel	"	" "	......	I0I.88
I7 -	35	"	"	Sand	"	Umli	......	99.05
						Total		$ I304.56

Credits April 3 Check .....$ I00.00
July 20 " I50.00

Balance due $ I054.56

#1449
184-a

November 4, 1933

Fidelity & Casualty Company of N. Y.
C/o George P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We have received information to the effect that Mr. Fred Anderson of Crescent Lake has a claim in the sum of $48.00 against Starr & McCall for rental of a logging truck used by them in connection with contract No. 1449 covering bridge construction on the Willamette Highway in Klamath County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Starr & McCall,
~~123 No. 6th St.~~, Rt. 1, Box 157
Klamath Falls, Oregon

November 4, 1933.

Mr. Fred Anderson
Crescent Lake, Oregon

Dear Sir:

This acknowledges receipt of your communication of October 31st advising us of your claim in the sum of $48.00 against Starr & McCall for rental of your logging truck used in connection with contract No. 1449 which was awarded to them for bridge construction on the Willamette Highway in Klamath County.

These contractors were required to furnish the State with a surety bond for the protection of all legitimate claims accruing in connection with this project and we offer this bond to you for your protection. This bond was written by the Fidelity & Casualty Company of New York for whom Geo. P. Donahue is the Resident Agent at Klamath Falls, Oregon. Would suggest that you take the matter of your claim up with the agent of the bonding company and if you secure no satisfaction you still have recourse to action in the courts.

Would also suggest that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, mimeographed copy of which is enclosed.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Crescent Lake
10-31-33

RECEIVED
NOV 4 - 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway engineer:
Dear Sir:

I Rented out one of my logging Trucks to Stor & Micalls, Bridge contractors and they ~~never~~ Have not Paid for it. What steps shall I take to collect this Bill. it is 60 days past due. The amount is $48.00.

Resp. yours.

Fred Anderson
Crescent Lake
Ore.

#1149

184-a

November 4, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of November 2, enclosing copies of notice of claim filed by Mrs. Minta G. Regner against Starr & McCall in connection with the contract that was awarded to them for the construction of timber bridges on the Willamette Highway in Klamath County, said claim being in the sum of $167.94.

We are forwarding copies of the notice to the contractor and his surety.

Very truly yours

Secretary

AJ

November 4, 1933

Fidelity & Casualty Company
℅ Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We hand you copy of notice of claim filed with the Secretary of State by Minta G. Regner against Starr and McCall in connection with State Highway Contract No. 1440, construction of timber bridges on the Willamette Highway in Klamath County.

The claim is $167.94 and is for lumber, garage rent, etc.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Starr & McCall
Klamath Falls, Ore.

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

November 2, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a notice of claim by Mrs. Minta G. Regner for materials, etc. furnished in the amount of $167.94 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on the Willamette Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss
Secretary of State

HM
encs. 3

RECEIVED
NOV 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

ODELL LAKE LODGE
Odell Lake, (Klamath Co.) Oregon
On Oregon Skyline Road and Southern Pacific Cascade Route
P. O., Crescent Lake, Oregon

To THE OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, Mrs. Minta G. Regner, Crescent Lake, Oregon, has a claim for lumber, garage rent, gas, and truck and driver, in the sum of $167.94 against the bond taken from Starr and McCall of Klamath Falls, and the Fidelity and Casualty Company of New York for the work of constructing bridges on the Willamette Highway.

(Signed)

Minta G. Regner

Endorsed: File No. 2344
Filed November 2, 1935
HAL E. HOSS,
Secretary of State

RECEIVED

CONTRACT#1422,
1488, 1449,

PR 184-A Odell Lake-Walker Mtn. Sec. 1932

1422-14[illegible]-1449 Folder # 1

184.A.

October 30, 1933

Guthrie-McDougall Company
552 Sherlock Building
Portland, Oregon

Attention: E. M. Clow

Gentlemen:

This is to acknowledge receipt of and thank you for your communication of October 27th advising that your bill against Kern & Kibbe, covering rental of a LeTourneau Scraper used in connection with their contract for the grading of the Odell Lake-Walker Mountain Section of the Willamette Highway, has been paid.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Kern & Kibbe
42 Southeast Salmon St.
Portland, Oregon

cc - Hartford Accident & Indemnity Co.
C/o Jewett, Barton & Leavy
Lewis Building
Portland, Oregon

GUTHRIE - McDOUGALL COMPANY
CONTRACTORS
552 SHERLOCK BUILDING
PORTLAND, OREGON

October 27, 1933

RECEIVED
OCT 30 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please be referred to our letter of August 17 regarding an invoice against Kern & Kibbe, which covered rental of a LeTourneau scraper on the Willamette Highway in Klamath County, Project , 18.9 miles grading Odell Lake - Walker Mountain.

We have today received a check from Kern & Kibbe covering this bill, also the further bill which we mentioned in our letter of August 17.

Yours truly,

GUTHRIE MCDOUGALL COMPANY

By H. M. Clow

ak

16

#1449

184-a

October 23, 1933

Chas. R. McCormick Lumber Co.
Foot of Irving Street
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of October 21, 1933, advising that your claim against Starr & McCall amounting to $2,253.63, incurred by the contractor in the construction of the three bridges on the Willamette Highway in Klamath County under State Highway Contract No. 1449, has been paid.

As is our usual practice, we are today notifying the contractor and his surety accordingly.

Yours very truly

Secretary

JM:jn

October 23, 1933

Fidelity & Casualty Co. of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We have today received notification from the Chas. R. McCormick Lumber Co., Portland, Oregon, under date of October 21, 1933, that their claim in the sum of $2,253.63 against Starr & McCall incurred in the construction of the three bridges on the Willamette Highway in Klamath County under State Highway Contract No. 1449 has been paid.

We are forwarding this information to you since you appear as surety on the bond furnished by the contractor in this instance.

Yours very truly

Secretary

JM:jm

c.c. Starr & McCall
123 N. 6th Street
Klamath Falls, Oregon

#1449

LAND SEATTLE NEW PHILADELPHIA LOS ANGELES ANDIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.

OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET

Portland, Oregon

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

October 21, 1933.

Highway Commission,
Salem, Oregon.

Gentlemen:

Please be advised that our claim against Starr & Mc Call amounting to $2253.63 has been paid. This claim is against contract #1449 for the construction of Three bridges on the Willamette Highway in Klamath County.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By
Auditor.

CWP-N

#1449

184-a

October 17, 1933

Fidelity & Casualty Co. of N.Y.
C/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by C. J. Montag for materials furnished, amounting to $235.00, in connection with contract No. 1449 which was awarded to Starr & McCall for the construction of three timber bridges on the Willamette Highway in Klamath County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Starr & McCall
125 N. 6th St.,
Klamath Falls, Oregon

October 17, 1933

Hal E. Hoss, Secretary of State
CAPITOL BUILDING

Dear Sir:

Receipt is acknowledged of your letter of October 13th with attached copies of notice of claim which has been filed by C. J. Montag for materials furnished amounting to $256.00 against the bond taken from Starr & McCall in connection with contract No. 1449 which was awarded them for bridge construction on the Willamette Highway in Klamath County.

In accordance with our usual practice we are today sending a copy of this notice of claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

October 13, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by C. J. Montag for materials furnished in the amount of $235.00 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on bridges over Crescent and Odell Creeks and Little Deschutes River on the Willamette Highway, contract No. 1449.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
[illegible]

COPY

C. J. MONTAG
LEBANON, OREGON
OCT. 12, 1933

Secretary of State
State of Oregon.

Notice is hereby given that the undersigned C. J. MONTAG has a claim for furnishing cedar spindles for the handrail. In the sum of Two Hundred and Thirty-five Dollars ($235.00) against the bond taken from Starr & McCall as principal and Fidelity & Casualty Company of New York; George P. Donahue, agent, Klamath Falls, Oregon as surety for the work of constructing bridges over Cressent Creek, Odell Creek and Little Deschutes River on the Willamette Highway in Klamath County, Oregon, Contract #1449.

C. J. MONTAG

C. J. Montag

Endorsed: File No. 2329
Filed October 13, 1933
HAL E. HOSS,
Secretary of State

October 17, 1933

Massachusetts Bonding and Insurance Company
Hoge Building
Seattle, Washington.

Gentlemen:

Attention A. O. Stuberg, Manager

Reference is made to your letter of October 11 requesting information re E. W. McCall.

According to our records the State Highway Commission awarded the contract to Starr & McCall, Klamath Falls, for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County. The records show that this firm has completed its work and that it now has approximately $3,000 due them, representing final payment on the contract.

The dealings of the Commission with Starr & McCall have been satisfactory and we have no complaint to offer against their work. We would be pleased to have them bid on future work for this Department, should they desire to do so.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

Mr. Glaisyer:

The firm of Starr & McCall have approx. $3000.00 coming on contract No. 1449 - bridges on Willamette Highway - but the surety company has requested that this be held. He just asks what amount E. W. McCall has coming to him. I would reply to this but I don't know what you want to say in regard to their character of work etc. which A. O. Stuberg requests.

M. C.

AND INSURANCE COMPANY
. MASSACHUSETTS
AND CASUALTY INSURANCE
WASHINGTON

October 11,1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department
Salem, Oregon

Gentlemen:

E. W. McCall of Klamath Falls, Oregon has given us his financial statement as of September 29th for surety bonding purpose and it gives us the right to verify receivables appearing therein. He states that he has a receivable due from your department of approximately $3500. Is this correct? We would also like to now how your highway officials regard the contractor, something of your experience with him, character of work that he has done,etc.

Very truly yours,

A. O. STUBERG

AOS:MO

SSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON, MASSACHUSETTS

FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

NORTHWEST DEPARTMENT
A. O. STUBERG, MANAGER
HOGE BUILDING
TELEPHONE: MAIN 4400

SEATTLE, WASHINGTON

October 11,1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department
Salem, Oregon

Gentlemen:

E. W. McCall of Klamath Falls, Oregon has given us his financial statement as of September 29th for surety bonding purpose and it gives us the right to verify receivables appearing therein. He states that he has a receivable due from your department of approximately $3500. Is this correct? We would also like to now how your highway officials regard the contractor, something of your experience with him, character of work that he has done,etc.

Very truly yours,

A. O. STUBERG

AOS:MO

MASSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON, MASSACHUSETTS
FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

NORTHWEST DEPARTMENT
A. O. STUBERG, MANAGER
HOGE BUILDING
TELEPHONE: MAIN 4400

SEATTLE, WASHINGTON

October 11,1933

RECEIVED
OCT 13 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department
Salem, Oregon

Gentlemen:

E. W. McCall of Klamath Falls, Oregon has given us his financial statement as of September 29th for surety bonding purpose and it gives us the right to verify receivables appearing therein. He states that he has a receivable due from your department of approximately $3500. Is this correct? We would also like to now how your highway officials regard the contractor, something of your experience with him, character of work that he has done,etc.

Very truly yours,

A. O. STUBERG

AOS:MO

Form 8-A-1 19162 10M 7-30

Commissioners
Leslie M. Scott, Chairman, Portland
Carl G. Washburne, Eugene
E. B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

184-a

OREGON STATE HIGHWAY COMMISSION
SALEM

October 11, 1933.

In Reply Please
Refer to File No.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Reference is made to your letter relative to Fisher Bros. payroll for the month of September on their contract #1488, Odell Lake Section of the Willamette Highway.

Cooks are considered to be skilled laborers, and flunkies, dishwashers, etc., are considered as unskilled laborers. Although the provisions relative to the hours of employment do not apply to cooks or their helpers, flunkies or dishwashers, the rate of pay if paid on a monthly basis shall not be less than the minimum wage set forth in the contract. If they work six hours per day for a 30 day month the rates shown on the payroll would be less than the minimum rate per hour; as the payroll does not show the hours worked per day it is being returned for that information.

Please refer to Paragraph 13, of the instructions relative to preparing and submitting payrolls for emergency construction highway projects financed in whole or in part with N. R. A. funds, which reads: " For men paid on a monthly basis the hours worked each day should be shown. Simply indicating that a full month has been worked gives no indication that the minimum wage requirement has been complied with.

Yours very truly,

Dictated by

Chas. E. Low

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
R.H. Baldock ✓

By

H. G. Smith,
Construction Engineer.

NOTED

#1449
184-a

October 9, 1933

Beaver Portland Cement Co.,
Portland, Oregon.

Attention: Buell C. Nelson
Assistant Secy.

Gentlemen:

Reply is made to your communication of October 7th regarding the contract awarded to Starr & McCall for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County.

The contract to which you refer is State Highway Contract No. 1449. According to our records this project was completed on September 16, 1933 and was accepted by the State Highway Commission by formal action on October 4, 1933. The bond furnished in connection with this contract was written by the Fidelity & Casualty Company of New York for whom George P. Donahue is the Resident Agent at Klamath Falls.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

BEAVER PORTLAND CEMENT CO.
MAIN OFFICE, PORTLAND, OREGON.
PLANT, GOLD HILL, OREGON.

PORTLAND, OREGON

October 7th, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly furnish us the following information concerning the job awarded to Starr & McCall on Dec. 14, 1932, for three bridges on Odell Lake - Walker Mountain Section of the Willamette Highway in Klamath County:

A. Contract number.
B. Date of completion.
C. Date of acceptance.
D. By whom bonded.

Thanking you in advance for this information, we are

Yours very truly,

BEAVER PORTLAND CEMENT CO.

By Buell C. Nelson

Asst. Secy.

BCN/DM

RECEIVED
OCT 9 - 1933
OREGON

#1449

184-a

October 6, 1935

Fidelity & Casualty Co. of N. Y.
C/o Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We are attaching a copy of notice of claim amounting to $1634.70 which has been filed by the Virginia Bridge & Iron Company for material furnished Starr & McCall in connection with contract No. 1449 which was awarded to Starr and McCall for the construction of three timber bridges on the Willamette Highway in Klamath County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Starr & McCall
~~123 No. 5th St.~~, Rt 1 Box 157
Klamath Falls, Oregon

October 6, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 5th with attached copies of notice of claim which has been filed by the Virginia Bridge & Iron Company against the bond furnished by Starr & McCall in connection with contract No. 1440 which was awarded them for the construction of three timber bridges on the Willamette Highway in Klamath County. This claim is for structural steel furnished Starr & McCall and amounts to $1634.70.

In accordance with our usual practice we are today sending a copy of this claim to the surety company and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

October 5, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Virginia Bridge & Iron Company has today filed a notice of claim for materials furnished in the amount of $1634.70 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on bridges over Crescent and Odell Creeks in Klamath County, Oregon.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

VIRGINIA BRIDGE & IRON CO.
Steel Structures
Bridges, Buildings, Etc.

General
Offices: Roanoke, Va.
P. O. Drawer 2201

John R. Parker
Treasurer
H. S. Dance
Secretary
R. L. Mastin
Asst. Secy.-Treas.

October 3rd, 1933pk

File No. V-9856

To Hon. Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, Virginia Bridge & Iron Company, has a claim for structural steel in the sum of $1634.70 as of September 25th, 1933, against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for the work of bridge over Crescent Creek and Odell Creek in Klamath County, Oregon.

VIRGINIA BRIDGE & IRON COMPANY

JOHN R. PARKER
Treasurer

Endorsed: File No. 2313
Filed October 5, 1933
HAL E. HOSS,
Secretary of State

#1449

184-a

October 6, 1925

Virginia Bridge & Iron Co.
P. O. Drawer 2201
Roanoke, Va.

Attention: John R. Parker, Treasurer

Gentlemen:

This acknowledges receipt of your letter of October 3rd with attached notice of your claim against Starr & McCall which is being noted in the records of their contract No. 1448 which was awarded them by the State Highway Commission for the construction of three bridges on the Willamette Highway in Klamath County.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

VIRGINIA BRIDGE & IRON CO.

STEEL STRUCTURES

BRIDGES, BUILDINGS, ETC.

JOHN R. PARKER
TREASURER
H. S. DANCE
SECRETARY
R. L. MASTIN
ASST. SECY.-TREAS

GENERAL OFFICES: ROANOKE, VA.
P. O. DRAWER [redacted] 2201

October 3rd, 1933pk

FILE NO. V-9856

Air Mail

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:-

Crescent Creek and
Odell Creek, Klamath
County, Oregon.

We appreciate Mr. Glaisyer's letter of September 29th, which has reference to our certified statement of claim against Messrs. Starr & McCall in connection with bridges in Klamath County, Oregon.

In order to comply with the Oregon Laws as to liens, etc., we are attaching hereto formal notice of the indebtedness, which we would be glad to have you place in your records. Similar statement is being sent to the Secretary of State, and to the Fidelity & Casualty Company of New York.

Yours very truly,

Treasurer.

RECEIVED
OCT 5 - 1933
OREGON

VIRGINIA BRIDGE & IRON CO.

STEEL STRUCTURES

BRIDGES, BUILDINGS, ETC.

JOHN R. PARKER
TREASURER
H. S. DANCE
SECRETARY
R. L. MASTIN
ASST. SECY.-TREAS.

GENERAL OFFICES: ROANOKE, VA.
P. O. DRAWER [redacted] 2201

October 3rd, 1933pk

FILE NO. V-9856

To Oregon State Highway Commission,
Salem, Oregon.

Notice is hereby given that the undersigned, Virginia Bridge & Iron Company, has a claim for structural steel in the sum of $1634.70 as of September 25th, 1933, against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, Surety, for the work of bridge over Crescent Creek and Odell Creek in Klamath County, Oregon.

VIRGINIA BRIDGE & IRON COMPANY

Treasurer.

RECEIVED
OCT 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 4, 1933

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-184-A Odell Lake-Walker Mountain Section, Willamette Highway ______________________, was made by a representative of this office on September 26, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield
By L. J. Caufield
Highway Engineer

RECEIVED
OCT 5 - 1933
OREGON
State Highway Commission

✓

[redacted]0101 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-a

OREGON STATE HIGHWAY COMMISSION

SALEM

October 4, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

The attached is a statement showing the cost and the overrun of the Odell Lake-Walker Mtn. Section of the Willamette Highway. As the final estimate for the project has not been completed and all the engineering costs are not in the amount of over run and the amount of completed project is only approximate.

This statement shows an over run approximately of $12,341 over the amount as originally set up for the project. Part of this overrun is due to engineering and extra clearing, but mostly due to over run of excavation quantities. The engineering over run is due to the necessity for placing an extra crew for cross sectioning. It was intended that the contractor would work throughout the winter and in fact a considerable amount of work was done after snow fall. It was therefore necessary to complete the cross-sectioning before it snowed as accurate cross sections could not be obtained after the snow had drifted. The total engineering as estimated is less than 6% for the completed job. The over run in quantities was due to a greater shirnkage than was figured on, also this is a pumice material and very fine, which did not stand on as flat a slope as figured. This naturally increased the amount of extra clearing necessary outside the original clearing limits.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith
H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC

NOTED
Asst State Highway Engineer

18 PP
1422

ODELL LAKE-WALKER MTN.

$132,558.00	Amount of Contract			
7,242.00	Engineering			
6,000.00	Contingencies			
$145,800.00	Total Amount Set up			
$ 140.00	State Force (Cancelled by Extra Work Order #1)			
265.00	Extra	Work	#1	Build Engrs. Office.
130.00	"	"	2	Move Office
145.00	"	"	3	Reslope Banks
160.00	"	"	4	Relay Culvert
285.00	"	"	5	Level waste from swamp
125.00				
$ 1,110.00	Total Contingencies authorized			
9,000.00	" Engineering (Estimated)			
$ 10,110.00				
$148,031.06	Amount of final estimate			
10,110.00	" " engineering and contingencies			
$158,141.06	Grand Total for Project (Estimated)			
$145,800.00	Total amount of setup			
$ 12,341.06	Estimated Amount of over run above set up			
13,242.00	Engineering & contingencies set up			
$ 25,583.00	Total estimated overrun over contract amount			

CEL/H

Oct. 4, 1933.

ON STATE HIGHWAY COMMISSION

FOR ADDITIONAL EXPENDITURE

APPLYING TO CONTRACT JOBS

H. G. Smith

Mr. Baldock would like an explanation for the over-run on this project.

Date September 9, 1935

Job Prefix 18PP

Contract No. 1422

Authorization No. 2

ional Expense to Be Incurred Together with Reasons Therefor:

tities.

panying final estimate.

Description and Estimate of Cost for Any Offsetting Savings to Be Made:

See details on Form 42-A accompanying final estimate.

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for additional expenditure until approved and returned.

Total original authorization	$145,800.00
Total present authorization	154,507.00
Additional authorization requested	3,411.56
Additional authorization approved	

Request made by: C. O. Kelley
Resident Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer

Approved:
State Highway Engineer

OR ON STATE HIGHWAY COMMISSION

AUTHORITY FOR ADDITIONAL EXPENDITURE

APPLYING TO CONTRACT JOBS

Job Odell Lake- Walker Mtn.

Date September 9 1935

Highway Willamette

Job Prefix 18PP

County Klamath

Contract No. 1422

Contractor Kern & Kibbe

Authorization No. 2

Description of Additional work to Be Done or Additional Expense to Be Incurred Together with Reasons Therefor:

To cover final estimate quantities.

Estimate of Quantities and Cost:

See details on Form 42-A accompanying final estimate.

Description and Estimate of Cost for Any Offsetting Savings to Be Made:

See details on Form 42-A accompanying final estimate.

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for additional expenditure until approved and returned.

Total original authorization	$145,800.00
Total present authorization	154,507.00
Additional authorization requested . . .	3,411.56
Additional authorization approved . . .	

Request made by: C O Kelley
Resident Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer

Approved:
State Highway Engineer

OR ON STATE HIGHWAY COMMISSION

AUTHORITY FOR ADDITIONAL EXPENDITURE

APPLYING TO CONTRACT JOBS

Job Odell Lake-Walker Rim.
Date September 9, 193

Highway Willamette
Job Prefix 18PP

County Klamath
Contract No. 1482

Contractor Rowe & Kibbe
Authorization No. 2

Description of Additional work to Be Done or Additional Expense to Be Incurred Together with Reasons Therefor:

To cover final estimate quantities.

Estimate of Quantities and Cost:

See details on Form 42-A accompanying final estimate.

Description and Estimate of Cost for Any Offsetting Savings to Be Made:

See details on Form 42-A accompanying final estimate.

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for additional expenditure until approved and returned.

Total original authorization	$ 145,200.00
Total present authorization	154,507.00
Additional authorization requested	3,411.56
Additional authorization approved	

Request made by: O Kelley
Resident Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer

Approved:
State Highway Engineer

-33.

OREGON STATE HIGHWAY COMMISSION

AUTHORITY FOR ADDITIONAL EXPENDITURE

APPLYING TO CONTRACT JOBS

Job Odell Lake-Walker Mtn.

Date September 9, 1938

Highway Willamette

Job Prefix 16FP

County Klamath

Contract No. 1422

Contractor Kern & Kibbe

Authorization No. 2

Description of Additional work to Be Done or Additional Expense to Be Incurred Together with Reasons Therefor:

To cover final estimate quantities.

Estimate of Quantities and Cost:

See details on Form 42-A accompanying final estimate.

Description and Estimate of Cost for Any Offsetting Savings to Be Made:

See details on Form 42-A accompanying final estimate.

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for additional expenditure until approved and returned.

Total original authorization	$145,600.00
Total present authorization	154,807.00
Additional authorization requested	5,411.56
Additional authorization approved	

Request made by: C C Kelley
Resident Engineer

Recommended for Approval:
Construction Engineer

Recommended for Approval:
Division Engineer

Approved:
State Highway Engineer

Form 42A—D-14899—4M—11-29

OREGON STATE HIGHWAY DEPARTMENT—QUANTITY SUMMARY SHEET

Section Odell Lake - Walker Mt.
Kind of work Grading
County Klamath
Highway Willamette
Contractor Kern & Kibbe

Contract No. 1422 Estimate No. 9 Semi Final
Job Prefix No. 18 P.P. E.184-A
Work done to August 24, 1933
Specified date of completion May 31, 1933
Estimated date of completion August 24, 1933

Item	Unit	Unit Price		Preliminary Estimate			Estimate Corrected to Date			Completed to Date			Qua
				Quantity	Amount		Quantity	Amount		Quantity	Amount		
Clearing & Grubbing	Lump Sum			All	30000	00	All	30000	00	All	30000	00	
Extra Clearing & Grubbing	Acre	200	00	40	800	00	20.134	4026	80	20.134	4026	80	
Excavation Single Classification	Cu.Yd.	0	17	460 000	78200	00	517476.0	87970	92	517476.0	87970	72	
Overhaul	Yd.Sta.	0	01	560 000	5600	00	818759.2	8187	59	818759.2	8187	57	
Truck Haul	Yd.Mi.	0	14	63000	8820	00	698488	9778	85	698489	9778	85	
Trench Blasting	Sq.Yd.	0	15	22000	3300	00	17485.3	2622	80	17485.3	2622	80	
Riprap	Cu.Yd.	3	00	320	960	00	301.60	904	80	301.60	904	80	
Logs in Cribbing	Lin.Ft.	0	15	2200	330	00	1760	264	00	1760	264	00	
18" Concrete Pipe	" "	1	30	1500	1950	00	1530	1989	00	1530	1989	00	
24" " "	" "	1	80	700	1260	00	714	1285	20	714	1285	20	
30" " "	" "	3	55	300	1065	00	282	1001	10	282	1001	10	
36" " "	"	4	55	60	273	00	0	0	00	0	0	00	
Force Account Work				0.0	0	00		887	50		887	50	
Materials Furnished by State													
State Form Work													
Miscellaneous Costs Consisting of													
Totals					132558	00		148918	56		148918	56	
Contingencies and Engineering					13242	00		9000	00		8750	00	
Grand Totals					145800	00		157918	56		157668	56	

OFFICE ENGINEER'S COPY

Include in your "Estimate Corrected to Date" absolutely every item of cost that it is possible to anticipate and, for the purpose of this report, estimate quantities liberally so that the actual final costs will be less rather than more than the total you show hereon.

C.C. Kelley

Item	Unit	Unit Price	Preliminary Estimate Quantity	Preliminary Estimate Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Completed to Date Quantity	Completed to Date Amount	To Complete Work Quantity	To Complete Work Amount
learing & Grubbing	Lump Sum		All	30000.00	All	30000.00	All	30000.00	0	0.00
Clearing & Grubbing	Acre	200.00	4.0	800.00	20.134	4026.80	20.134	4026.80	0	0.00
cavation Single Classification	Cu.Yd.	0.17	460 000	78200.00	517476.0	87970.92	517476.0	87970.72	0	0.00
haul	Yd.Sta.	0.01	560 000	5600.00	818759.2	8187.59	818759.2	8107.57	0	0.00
ck Haul	Yd.Mi.	0.14	63000	8820.00	698488	9778.85	698489	9778.85	0	0.00
ck Blasting	Sq.Yd.	0.15	22000	3300.00	17485.3	2622.80	17485.3	2622.80	0	0.00
rap	Cu.Yd.	3.00	320	960.00	301.60	904.80	301.60	904.80	0	0.00
s in Cribbing	Lin.Ft.	0.15	2200	330.00	1760	264.00	1760	264.00	0	0.00
Concrete Pipe	" "	1.30	1500	1950.00	1530	1989.00	1530	1989.00	0	0.00
" "	" "	1.80	700	1260.00	714	1285.20	714	1285.20	0	0.00
" "	" "	3.55	300	1065.00	282	1001.10	282	1001.10	0	0.00
	"	4.55	60	273.00	0	0.00	0	0.00	0	0.00
ccount Work										
s Furnished by State			0.0	0.00		837.50		887.50	0	0.00
m Work										
eous Costs Consisting of										
				132558.00		148918.56		148918.56	0	0.00
cies and Engineering				13742.00		9000.00		8750.00	4	250.00
d Totals				145800.00		157918.56		157668.56		25

OFFICE ENGINEER'S COPY

in your "Estimate Corrected to Date" absolutely every item of cost that it is possible
and, for the purpose of this report, estimate quantities liberally so that the actual
ll be less rather than more than the total you show hereon.

C C Kelley
Engineer in Char

#1449

#1449

184-a

Oct. 2, 1933.

Fidelity and Casualty Co.,
Geo. P. Domaine, Managing Agent,
111 South H Street,
Klamath Falls, Oregon.

Gentlemen:

This office has today been advised by Mrs. Minta G. Bogard of Odell Lake, Oregon, that she has a claim in the sum of $167.24 against Oregon State Highway Contractor Star & McCall, the same arising out of the contract for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Klamath Highway in Klamath County. This is being called to your attention for the reason that the Fiedlity and Casualty Co. of New York, for whom you are agent, appears as surety on the bond furnished by Star and McCall in connection with this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

HBG: b
cc: Star & McCall,
R. 1, Box 157,
Klamath Falls, Ore.

#1449

Oct. 2, 1933.

Mrs. Minta G. Regner,
Crescent Lake, Oregon.

Dear Madam:

This will acknowledge receipt of your letter of the 29th ultimo and the enclosed statement of your account against Star and McCall, amounting to $167.94, in connection with the contract for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Klamath Highway in Klamath County.

The contract to which you refer is State Highway Contract no. 1449, in connection with which Star and McCall were required to furnish the state with a surety bond for the protection of claims. This bond was written by Fidelity and Casualty Company of New York, for whom Geo. P. Donahue is managing agent at Klamath Falls, Oregon. I would suggest that you file copies of your claim with the agent of the bonding company and also with the Secretary of State, in conformance with the provision of Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed. In the event you do not secure satisfaction from the bonding company, you still have recourse in the courts.

In conformance without usual practice, we will today advise the bonding company and the contractor of the existance of your claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

HBG:b

HOTEL AND RESTAURANT
COTTAGES .. CABINS
GENERAL STORE

FISHING, BOATING
HUNTING, CAMPING
HIKING, RIDING

ODELL LAKE LODGE
ODELL LAKE, (KLAMATH CO.) OREGON
ON OREGON SKYLINE ROAD AND SOUTHERN PACIFIC CASCADE ROUTE
P. O.--CRESCENT LAKE, OREGON

Sept. 29" 1933

RECEIVED
OCT 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

State High-way Commissioner.
Portland, Ore.

Dear Sirs- I am enclosing statement of Star + McCall, Contractors for Odell Creek bridges. These bridges are completed and I can not collect money due me for material truck + driver, garage for starage of cement + ect. All I have had on account is $2,25: and promises so am putting it in your hands for colection

Awaiting an early reply I beg to remain

Mrs Minta G. Kegners.

GINS
AL STORE

FISHING, BOATING
HUNTING, CAMPING
HIKING, RIDING

ODELL LAKE LODGE
ODELL LAKE, (KLAMATH CO.) OREGON
ON OREGON SKYLINE ROAD AND SOUTHERN PACIFIC CASCADE ROUTE
P. O.–CRESCENT LAKE, OREGON

Sept. 29" 1933

RECEIVED
OCT 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

Sold to Star & Mc.Call

Lumber	$148.29.
Truck Hire with Driver	$22.00
Garage	8.00
9/5-33 3 gal Gas to Long for Star & Mc.Call	90
	$1.78.19
Cash	12.25
	$1.67.94

Mrs. Menta G Regner.

#1449

184-a

October 2, 1933

Fidelity & Casualty Company of New York
Geo. P. Donohue Insurance Agency
111 South 6th Street
Klamath Falls, Oregon

Gentlemen:

Enclosed for your information is a copy of a notice which has been filed in the office of the Secretary of State by the Mercer Steel Company, Inc., being their claim for material furnished in the sum of $1,998.58 to Starr & McCall and used in connection with their contract No. 1449 with the State Highway Commission for the construction of three bridges on the Willamette Highway in Klamath County.

This information is given you since you appear as surety on the bond furnished by Starr & McCall in connection with this work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:KMB
encl.
cc: Starr & McCall
Klamath Falls, Oregon

#1449

October 2, 1933

Hon. Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 29th ult. enclosing three copies of the notice filed in your office by the Mercer Steel Company, Inc., being notice of their claim against Starr & McCall in the sum of $1,998.56 for material furnished in connection with the Starr & McCall contract for the construction of three bridges on the Willamette Highway in Klamath County, State Highway Contract No. 1449.

Copies of this notice are today being forwarded to contractor and the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RNB

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

September 29, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Mercer Steel Company, Inc. has today filed in this office a notice of claim for materials furnished in the sum of $1998.56 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company, surety, for work on the Willamette Highway in Klamath County, State Highway contract No. 1449.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
SEP 29 1933
OREGON
HIGHWAY COMMISSION

MERCER STEEL COMPANY, Inc.
Reinforcing Steel and Specialties
194 North Thirteenth Street
Portland, Oregon

Sept. 28, 1933.

Secretary of State,
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Mercer Steel Co., Inc., an Oregon corporation, has a claim for reinforcing steel furnished in the sum of $1998.56 against the bond taken from Fidelity & Casualty Company, (George P. Donahue, agent) Klamath Falls, Oregon) by Starr & McCall, general contractors, for the work of constructing three bridges on the Willamette Highway, Klamath County, for the Oregon State Highway Commission, Contract #1449.

Very truly yours,

MERCER STEEL CO., INC.

By: H. D. Mercer Secty.

HDM W

Endorsed: File No. 2309
Filed September 29, 1933
HAL E. HOSS,
Secretary of State

#1449

187-a

Sept. 29, 1933

Fidelity & Casualty Co. of N. Y.
C/o George F. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We have received notice that claim has been filed by the Virginia Bridge and Iron Company of Roanoke, Virginia, against the bond furnished by Starr and McCall in connection with their contract No. 1449 covering bridge construction on the Willamette Highway in Klamath County. This claim is in the amount of $1634.70 and covers material furnished by the Virginia Bridge & Iron Company. A copy of statement of claim is attached.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Starr & McCall
~~123 No. 6th St.~~,
Klamath Falls, Oregon

Sept. 29, 1933.

Virginia Bridge & Iron Co.
P. O. Drawer 2201
Roanoke, Virginia.

Attention: John R. Parker, Treasurer

Gentlemen:

Reference is made to your letter of September 25th directed to our Bridge Engineer, Mr. C. B. McCullough, regarding your claim in the amount of $1634.70 against Starr & McCall, Contractors.

The filing of notice of your claim with the Oregon Secretary of State is a requirement of the Oregon Statute to hold the bond furnished by the contractor responsible and liable for the payment of the claim subsequent to the expiration of six months from the date of completion of the project. Unless such notice is filed with the Secretary of State the bond is automatically relieved of obligation subsequent to the expiration of the six-month period mentioned. A copy of this statute referred to is enclosed.

The bond furnished in connection with this contract was written by the Fidelity & Casualty Company of New York for whom Geo. P. Donahue of Klamath Falls is the representative.

In accordance with our usual practice we are today notifying the bonding company of the existence of your claim.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

[illegible]

A BRIDGE & IRON CO.
EEL STRUCTURES
BRIDGES, BUILDINGS, ETC.
GENERAL OFFICES: ROANOKE, VA.
P.O. DRAWER [redacted] 2201

September 25th, 1933pk

FILE NO. V-9856

ugh, Bridge Engineer,
way Commission,

Crescent Creek and
Odell Creek, Klamath
County, Oregon.

e reference to your letter of June 26th, in
some information with reference to the contract
, in connection with two beam spans over Crescent Creek and Odell Creek, in Klamath County, Oregon. They have not yet paid our account, and our Portland Office has requested us to file certified statement of the account with the Secretary of State, which we are doing today.

We are attaching hereto certified statement of the account showing an amount of $1634.70 due us by Starr & McCall as of this date. Will you be kind enough to advise us if the filing of this certified statement in your department, as well as with the Secretary of State, will protect us.

We would appreciate very much if you would give us the name and address of the bonding company who are acting as surety for Starr & McCall in connection with their contract with your department.

We regret the necessity of having to file this statement, but cannot get any satisfaction from our customer with reference to payment of the account.

Yours very truly,

Treasurer.

VIRGINIA BRIDGE & IRON CO.
STEEL STRUCTURES
BRIDGES, BUILDINGS, ETC.

JOHN R. PARKER
TREASURER
H. S. DANCE
SECRETARY
R. L. MASTIN
ASST. SECY.-TREAS

GENERAL OFFICES: ROANOKE, VA.
P.O. DRAWER [redacted] 2201

September 25th, 1933pk

FILE No. V-9856

Air Mail

Mr. C. B. McCullough, Bridge Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Crescent Creek and
Odell Creek, Klamath
County, Oregon.

We make reference to your letter of June 26th, in which you gave us some information with reference to the contract of Starr & McCall, in connection with two beam spans over Crescent Creek and Odell Creek, in Klamath County, Oregon. They have not yet paid our account, and our Portland Office has requested us to file certified statement of the account with the Secretary of State, which we are doing today.

We are attaching hereto certified statement of the account showing an amount of $1634.70 due us by Starr & McCall as of this date. Will you be kind enough to advise us if the filing of this certified statement in your department, as well as with the Secretary of State, will protect us.

We would appreciate very much if you would give us the name and address of the bonding company who are acting as surety for Starr & McCall in connection with their contract with your department.

We regret the necessity of having to file this statement, but cannot get any satisfaction from our customer with reference to payment of the account.

Yours very truly,

Treasurer.

V-9856

Roanoke, Virginia.
September 25th, 1933.

Starr & McCall,
123 North Sixth Street,
Klamath Falls, Oregon.

In Account With
VIRGINIA BRIDGE AND IRON COMPANY

1933 March 16th	Structural steel material for two forty foot beam spans for Bridge over Crescent Creek and Odell Creek in Klamath County, Oregon, shipped on B&O 250451, from Memphis, Tenn., to Odell Lake, Oregon, freight prepaid	
	47800 lbs @ 3.33¢	$1591.74
	Interest at six per cent as per contract, from April 16th to September 25th 1933	42.96
		$1634.70

Treasurer.

STATE OF VIRGINIA)
CITY OF ROANOKE) To-wit:

I, C. R. Jones, a Notary Public for the City and State aforesaid, do certify that John R. Parker, Treasurer of the Virginia Bridge & Iron Company, a corporation, has this day made oath before me in my said City aforesaid, that Starr & McCall, are justly indebted to the said Virginia Bridge & Iron Company, a corporation, in the sum of $1634.70, plus interest at six per cent on $1591.74 from September 25th, 1933 until paid, for the consideration stated in the foregoing statement of account, and that the same is now due and payable.

GIVEN under my hand and seal this the 25th day of September, 1933.

C R Jones
Notary Public.

My commission expires

#1449

184-a

EUGENE SAND & GRAVEL CO. INC.

EUGENE, OREGON

September 20, 1928

Eugene Sand & Gravel Company,
First & High Streets,
Eugene, Oregon.

Attention: H. B. Ruth.

Gentlemen:

Receipt is acknowledged of your letter of September 18th concerning the Starr & McCall contract for the construction of Bridges on the Willamette Highway.

Please be advised that the above firm have contract No. 1449 for the construction of three timber bridges on the Willamette Highway in Klamath County. The bond furnished in connection with this contract was written by the Fidelity & Casualty Company of New York for whom Geo. P. Donahue, Klamath Falls, Oregon, is resident agent.

The above contract was completed on September 18, 1928 but has not yet been accepted and final payment has not been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

…way Commission
Salem, Oregon.

Dear Sirs:-

… you please advise us if Starr & McCall have received the …

OFFICE PHONE 134

EUGENE SAND & GRAVEL CO., INC.

J. R. MCKY, PRESIDENT
H. B. RUTH, SEC'Y-TREAS.

WASHED SAND, GRAVEL AND CRUSHED ROCK
EXCAVATING, TEAMING AND GENERAL CONTRACTING

FIRST AND HIGH STREETS
EUGENE, OREGON

Sept. 28 1933

Oregon State Highway Commission
Salem,Owegon.

Dear Sirs:-

Will you please advise us if Starr & McCall have received their final estimate for bridges near Odell Lake. If so will you kindly give us the name and adress of their Bondsman and agent for same.

Yours truly
Eugene Sand & Gravel Co.

By H B Ruth

RECEIVED
SEP 29 1933
OREGON
STATE HIGHWAY COMMISSION

#1449

FORM 2-A-1 10161 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

184-a

Sept. 28, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Memo to Carl F. Smith:

Attached is a letter that we have received from Starr & McCall directing us to send all further payments in connection with their contract No. 1449 for bridge construction on the Odell Lake-Walker Mountain Section of the Willamette Highway, to them in care of E. W. McCall, Rt. #1, Box 157, Klamath Falls, Oregon.

Please see that warrants are sent in accordance with these instructions hereafter.

This letter may be considered authority for releasing the warrant that you now hold and all future warrants, unless you are further advised to the contrary.

Yours very truly

HBGlaisyer

HBG:MC

Secretary

please return the attached letter

#38
Copy filed in Cont. Sept. 29th.

SEP 29 33

#1449
184-a

September 26, 1933

Mr. G. Cyrus Bishop
322 Yeon Building
Portland, Oregon

Dear Sir:

In reply to your inquiry of September 25:

Starr & McCall have only one contract with the State Highway Commission, viz: #1449, construction of three timber bridges on the Willamette Highway in Klamath County. Fidelity & Casualty Company wrote the surety bond in connection with this project; the local agent is Geo. P. Donahue, Klamath Falls.

Starr & McCall have no contract in Grant County; it may be a federal contract. If it is, you could obtain information from the Bureau of Public Roads, Post Office Building, Portland.

Very truly yours

Secretary

AJ

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

AETNAIZER
G. CYRUS BISHOP
AIMS TO PLEASE
322 YEON BLDG. BE 7381
RES. GARFIELD 4461

PORTLAND, ORE.

September 25, 1933.

RECEIVED
SEP 26 1933

State Highway Commission,
Mr. H. B. Glaisyer, Secretary,
Salem, Oregon.

Dear Sir:

Starr & McCall have two contracts, I believe, for the construction of bridges. One near Odell Lake and the other in Grant County, both of which are as yet uncompleted.

Will you please inform me by return mail as to what surety company appears upon these contracts?

Very truly yours,

Cyrus Bishop

G. Cyrus Bishop
Aetnaizer

GCB:H

AIMS TO PLEASE

#1449

184-a

September 25, 1933

Starr & McCall,
125 N. 6th St.,
Klamath Falls, Oregon.

Dear Sirs:

Please be advised that the time limit on your contract No. 1449 for the construction of three bridges on the Willamette Highway in Klamath County expired on August 31, 1933. According to our records this contract was not completed until September 16, 1933.

Please make application for an extension of time on this contract so that it will not be necessary to hold up the payment of your estimates. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract.

Very truly yours,

Secretary.

Dict . by J. McFarland.

cc to Bridge Dept.

#1449

184-a

Sept. 20, 1933

Mr. E. W. McCall
Rt. 1, Box 157
Klamath Falls, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of September 18th stating that the warrant due Starr & McCall in payment of their August estimate for the construction of three bridges on the O'Dell Lake-Walker Mountain Section of the Willamette Highway was mailed to Mr. Starr regardless of your request made to our Auditor that no more monies be sent to him.

Investigation of our records shows that we received a letter from Starr & McCall dated July 3, 1933, requesting us to "send all communications, drafts and other communications" to E. W. McCall at Klamath Falls. On September 13th we received another letter from Starr & McCall, signed by Tracy Starr, directing us to send "our monthly check for the work that we are doing for the state highway department **** to us at Crescent, Oregon."

In view of your letter of the 18th we are led to believe that there exists a difference of opinion between the members of the contracting firm of Starr and McCall. We had no previous knowledge that such differences existed, therefore, we took it for granted that the instructions received regarding the mailing of warrants, which instructions were signed "Starr & McCall" were legitimate. Since it is our practice to accommodate contractors and to carry out their desires as much as possible we mailed the warrant to Crescent as requested in the last letter of instruction received.

This department does not wish to enter into nor be a party of any differences which may exist between the members of any contracting firm, therefore, inasmuch as it appears that such differences do exist between the members of your firm, we believe that it would be best to withhold further payments in connection with this contract until your differences have been satisfactorily adjusted.

We will, therefore, withhold further payments to Starr and McCall under contract No. 1449 until we receive a letter, signed by both members of your firm, directing us to send further warrants to an address which is satisfactory to both members. We will instruct our Auditor to govern his actions accordingly.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Tracy Starr,
Crescent, Oregon

Carl F. Smith

Klamath Falls, Oregon
Sept. 18, 1933

RECEIVED
SEP 19 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Mr. H. B. Glaisyer, Sec.
Salem, Oregon.

Gentlemen:

The warrant for Starr & McCall's August estimate has not been received by me but by Mr. Starr. When I was in the office some time ago, it was agreed by the auditor that no more money would be sent to Mr. Starr. Please advise where this warrent was sent and under what athority.

Yours truly,

E. W. McCall

E. W. McCall

Rt. 1. Box 157

Form 338—4M—10-32

O[illegible] STATE HIGHWAY COMMISS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending Sept. 16, 1933

Section Odell Lake- Walker Mt.

Kind of work Grading

Highway Willamette

Section prefix 18PP E-184-A

Contractor Kern and Kibbe

Contract number 1422

Date of contract Nov. 2, 1932

Date of completion May 31, 1933

Date work started Nov. 7, 1932

Estimated date of completion Aug. 24, 1933

Amount of contract $132558.00

Per cent of time elapsed 100 plus %

Estimated cost of completed project, exclusive of engineering $149,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date $ 8850, 5.9 %.

Date project was completed August 24, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Semi-final estimate and supporting data were turned in to the division office Tuesday, Sept. 12. During the balance of the week transitman, computer, and self have been completing maps, and putting miscellaneous notes in shape.

G.S. Paxon of bridge department inspected bridges on project Thursday, September 14.

This will be the final weekly report for this job.

CC Kelley

C.C. Kelley, Res. Engr.

RECEIVED
SEP 18 1933
OFFICE OF
CONSTRU[illegible]

RECEIVED
SEP 18 1933
OREGON
STATE [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	AI ENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	18.75				
Miles partially completed					
Miles completed	18.75				
Total estimated quantities	517,500				
Estimated quantities moved or placed to date	517,500				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-C-1 [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1848a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

September 16, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
SEP 18 1933
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. S. H. Probert

Dear Sir:

NOTED
State Highway Engineer

It is requested that $29.40 of Extra Work Order No. 2 on the Odell Lake-Walker Mountain job be transferred from job 18 PP to 18 PP-1 as the engineer on the bridge job used this office part of the time.

Yours very truly

K. D. Lytle
Division Engineer

kdl/e

CC to H. G. Smith

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

184-a

September 12, 1933

RECEIVED
SEP 13 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr. H. G. Smith~~

NOTED
State Highway Engineer

Dear Sir:

Herewith please find six Force Account Orders on the Odell Lake-Walker Mountain Section of the Willamette Highway which are being submitted for your approval.

Order No. 1 is being substituted for the state force work which has already been approved in the amount of $140.00. The contractor built this office and the cost ran to $265.00. As we will have to pay the contractor for the work it is best that we do so on regular force account basis. The original order for $140.00 should be cancelled.

Order No. 2 is for the moving of the office from its present location to the new job. The cost will later be transferred to the new job.

Order No. 3 covers the re-sloping of cut banks that had to be re-sloped after Kelley found that he had to widen the cuts to secure additional materials for the fills. As these cuts had once been sloped we will be stuck with the cost of the re-sloping.

Order No. 4 covers the relaying of two culverts and the cost of the foundation work.

Order No. 5 covers the cost of leveling off the materials taken from the swamps. The contractor was unable to shoot the swamps and they were dug out with a shovel and the materials placed along side the road. The specifications did not provide for the leveling off of these piles as the swamp was supposed to be moved in a different manner. The piles were unsightly so we had the contractor smooth them out with a bull dozer. There might be some question as to whether or not the contractor should be paid for this but I would recommend that he be paid for this work on the extra work basis.

Order No. 6 covers the cost of clearing the creek channel at Crescent Creek and back filling against the log cribs.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

#1449

184-a

September 11, 1933

Mr. P. D. Gilbride
Chemult, Oregon

Dear Sir:

Reference is made to your letter of September 6 advising us of your claim against Starr & McCall in the sum of $42.65 for commissaries and supplies furnished in connection with their contract No. 1449 for the construction of three timber bridges on the Willamette Highway in Klamath County.

In connection with this project the contractor was required to furnish the state with a corporate surety bond for the protection of all claims for labor and material and all just debts, dues and demands incurred against the project. This is a legal requirement and the bond furnished in this instance is offered to you for the protection of your claim.

The bond was written by the Fidelity & Casualty Co. of New York for whom Geo. P. Donahue is agent with offices in Klamath Falls, Oregon. It is our suggestion that you take up the matter of your claim with the agent who may be able to secure relief for you. We would also suggest that you file notice of your claim in the office of the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, mimeographed copy of which is inclosed.

We regret that we cannot comply with your request to hold up further payments to Starr & McCall since it is contrary to our practice to do so.

In accordance with our usual practice we are today calling this matter to the attention of the contractor and his bondsman. We trust that you will obtain satisfactory settlement of your claim in the near future.

Very truly yours

Secretary

HBG:jn

September 11, 1933

Fidelity & Casualty Co. of New York
Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

We have letter from P. D. Gilbride of Chemult, Oregon, advising that Starr & McCall owe him, for commissaries and supplies furnished, $42.65. This bill was incurred in connection with state highway contract No. 1449 awarded to them for the construction of three bridges on the Willamette Highway in Klamath County. For your information, copy of Mr. Gilbride's letter is inclosed.

This information is given you since you appear as surety on the bond furnished by the above contractor.

Very truly yours

Secretary

HBG:jn

c.c. Starr & McCall
123 N. 6th Street
Klamath Falls, Oregon

Mr. Baldock:

Please answer this letter.

Scott

9-8-33

RECEIVED
SEP 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

STORE

IGARS

6th
rd 1933 8/6/33

bridge contr-
Walker Mountain
ed me a bill
nished them
ese bridges

e to collect
contract will
e to file a
and will you
covering

truly,

D. Gilbride

notify them
other proceedings
$
42.65 fourty two
and sixty five cent. thanking you in advance

D Gilbride

GILBRIDE BROS. CASH STORE
GENERAL GROCERIES, COLD DRINKS, CIGARS
GAS – OIL
CHEMULT, OREGON

Sep 2~~3rd~~ 6th 1933 8/6/33

State Highway Commissioner
Salem Oregon

Dear Sir:--

Starr and Mc Call bridge contractors building bridges on the Walker Mountain Odell Lake new Highway have owed me a bill for commesary and supplies furnished them in connection with bulіding these bridges since March this year,

We have been unable to collect this bill and understand their contract will soon be completed and we desire to file a claim against their Bondsmen and will you please send me copy of the law covering such contracts and oblige,

Yours truly,

P. D. Gilbride

P.S.

Stop their pay checks and notify them to settle same before any other proceedings be taken their Bill is $42.65 forty two and sixty five cent. thanking you in advance

P D Gilbride

September 8, 1933.

Mr. P. D. Gilbride,
Chemult, Oregon.

Dear Sir:

Your letter of September 6 is at hand, saying that Starr & McCall owe you money and asking for a copy of the law relating to sureties.

I am referring your letter to the State Highway Engineer at Salem.

Yours truly,

#1449

184a

SHELL OIL COMPANY

SHELL PETROLEUM PRODUCTS

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Klamath Falls, Oregon.
Sept. 6, 1933

RECEIVED
SEP 7 - 1933
OREGON
STATE HIGHWAY [illegible]

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are attaching hereto our stencil form regarding contract #1449, for work performed by Starr & McCall on bridge construction at Odell Lake- Walker Mountain job. Is this work has been completed we would thank you to kindly fill in the last six questions on this stencil form and return to this office.

Thanking you for this courtesy, we are

JSM
Encl.

Yours very truly,

SHELL OIL COMPANY

By J. S. Moore

#1449

184-a

PHONE 158

STARR & McCALL

GENERAL CONTRACTING

123 NORTH SIXTH STREET

KLAMATH FALLS, OREGON

Sept. 4-1933

H. B. Glaisyer, Secretary
Salem, Oregon.

Dear Sir;

Regarding the attached letters. We gave a complete estimate of board, commensary also material furnished Mr. Dawson to State Engineer Roy Kennon. Mr. McCall and I have both tried to get this account settled satisfactory . Mr. Kennon went down last week and Mr. Dawson refused to talk to him. The Chemult Hotel is indebted to us $ 24.81. Mr. Dawson thinks he has us tied up with the Bonding Co. and doesnt have to listen to reason. We regret this but we do not expect to pay the Chemult Hotel any monies as we have over paid the account he has against us already.

We will send you a complete list of board, commensary and material furnished the Chemult Hotel if you wish.

Very truly yours
Starr and McCall
By- Tracy Starr

6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 15, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Fidelity & Casualty Company
% Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed with the Secretary of State by Chemult Hotel against Starr & McCall in connection with their contract for the construction of three timber bridges on the Willamette Highway in Klamath County.

The claim is in the sum of $304.00, being board and lodging for Starr and McCall and their men.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

H B Glaisyer

Secretary

AJ

cc Starr & McCall
Klamath Falls, Ore.

OPY

CHEMULT HOTEL
L. G. Dawson, Prop.
Chemult, Oregon

To the State of Oregon

Notice is hereby given that the undersigned (CHEMULT HOTEL L. G. Dawson, Prop.) has a claim for (Board and lodging) (for Starr and McCall and his men, State Highway contract No. 1449) in the sum of Three hundred and four dollars ($304.00) Starr and McCall State Highway Contract No. 1449 for the work of constructing State Highway Bridges,

Signed

CHEMULT HOTEL
By L. G. DAWSON
L. G. Dawson, Prop.

Endorsed: File No. 2295
Filed August 14, 1933
HAL E. HOSS,
Secretary of State

# 1449

184-a

August 23, 1933

Chas. R. McCormick Lumber Co.
Foot of Irving Street
Portland, Oregon

Gentlemen:

Attention of the Auditor

Reference is made to your letter of August 22 inquiring why payment of the July 15th estimate due to Starr & McCall was made, notwithstanding that your claim against this company was previously filed.

The State Highway Commission does not assume responsibility for the payment of claims incurred by contractors. For the protection of claimants the State requires the successful bidder on all highway construction work to furnish a surety bond. We previously advised you that the bond furnished by the contractor in this instance was written by the Fidelity & Casualty Company of New York, for whom George P. Donahue is agent with offices in Klamath Falls, Oregon, and suggested that you confer with this agent regarding your claim.

We also suggested that you file notice of your claim with the Secretary of State, as required by Chapter 280, Laws of 1931, in order to hold the bonding company responsible after the expiration of six months from the completion date of the contract.

Starr and McCall have not as yet completed their work and we have no knowledge that they are not responsible for or unable to pay their outstanding claims. Wherefore, it would appear unfair for us to hold up payments to them which would, no doubt, handicap them in the financing of the project to completion.

We do not make final payment to any highway contractor until such contractor has furnished us with an affidavit that he has paid all claims incurred in connection with the project. We have followed this practice for many years and there is no reason to believe that this instance will be an exception.

Many claims are filed in this office against highway contractors, some of which are filed long before the project is completed. If the Highway Commission takes the stand that these claims should all be settled before releasing intermediate payments to the contractor, it would handicap them considerably in financing their work which in turn would delay the work and would be reflected in highway contract prices.

We trust that you will appreciate our position and if there is any further information you desire we will be pleased to furnish it upon request.

Yours very truly

Secretary

HBG:jn

SEATTLE NEW YORK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICEPRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT -
ST. HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

August 22, 1933.

RECEIVED
AUG 23 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secy.

Gentlemen:

We acknowledge yours of the 21st and note with interest that you paid Starr & Mc Call on Aug. 11th $2903.39, notwithstanding the fact that our claim was filed and acknowledged by you about July 24th. We do not understand why you would pay him after our claim had been filed, and for your information ask that you set us straight on this.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By
Auditor.

CWP-N

1449

Chas. R. McCormick Lumber Co. 184-a

August 21, 1935

Chas. R. McCormick Lumber Co.
McCormick Terminal
Portland, Oregon

Attention of Mr. C. W. Phillips, Auditor

Gentlemen:

Reference is made to your letter of August 18 regarding your claim against Starr & McCall.

Our records show that our warrant in the sum of $2,903.59, covering work performed under Estimate No. 5 for the month ending July 15, 1935, was mailed to Starr & McCall on August 11, 1935. Investigation also reveals that the field notes for the August 15 estimate have not yet been received in this office, so we are not advised of the probable amount thereof.

Regarding the assignment mentioned in your letter, wish to say we will be pleased to honor such an assignment provided it is prepared in proper form and further provided that the surety on the bond furnished by the contractors consents to such assignment without prejudice to the bond. Assignments must be either for all monies due or to become due in connection with contracts, or for the full amount of any one estimate.

I am enclosing blank assignment forms for your convenience.

Very truly yours

Secretary

HBG:AJ

SEATTLE NEW[illegible]K PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT -
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH
CREOSOTING PLANT
ST HELENS, OREGON

RECEIVED
AUG 19 1933
OREGON
STATE HIGHWAY COMMISSION

August 18, 1933.

Oregon State Highway,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secy.

Gentlemen:

Please advise if Starr & McCall's estimate of July 15th payable on August 1st is still held by you and how much it amounts to.

We filed our claim about July 24th and are under the impression that this estimate is still unpaid to him. If this is true the July 15th estimate and the August 15th estimate will more than pay our claim of $2254.26.

Please advise if you would pay our claim to us amounting to $2254.26 out of these two estimates provided we get assignment from Starr & Mc Call with consent of surety. If this can be done we will have Starr & Mc Call prepare assignment, get written consent from Surety and mail direct to you.

Our sole object in asking the above is for the purpose of saving Mr. Mc Call and the writer a trip to Salem to straighten the matter out.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.
Auditing Dept.

By C. W. Phillips
Auditor.

CWP-N

#1422

154-a

August 18, 1935

Hartford Accident & Indemnity
% Jewett, Barton & Leavy
Lewis Building
Portland, Oregon

Gentlemen:

We are informed that Guthrie-McDougal Company, Portland, has a claim against Kern & Kibbe in connection with their state highway contracts for the grading of the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County.

The claim is for rental on a scraper, in the sum of $675.37.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours,

Secretary

AF

cc Kern & Kibbe
42 Southeast Salmon
Portland, Oregon

August 18, 1933

Guthrie-McDougall Company
552 Sherlock Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of August 17, enclosing statement of your account against Kern & Kibbe in the amount of $675.57 for rental of a LeTourneau scraper used in connection with the grading of the Odell Lake-Walker Mountain Section of the Willamette Highway.

We offer for the protection of your claim the bond furnished by Kern & Kibbe in connection with their contract. This bond was written by Hartford Accident & Indemnity Company for which Jewett, Barton & Leavy are local agents with offices in the Lewis Building, Portland.

In accordance with our usual practice, we are today advising Kern & Kibbe that your claim has been filed. We are also calling the matter to the attention of the bonding company.

In conformance with the provisions of Chapter 280, Laws of 1931, notice of your claim should be filed with the Secretary of State prior to the expiration of six months from the date of completion of this contract. A copy of this chapter is enclosed for your further information.

Very truly yours

Secretary

HBG:AJ

GUTHRIE - McDOUGALL COMPANY
CONTRACTORS

552 SHERLOCK BUILDING
PORTLAND, OREGON

August 17, 1933

RECEIVED
AUG 18 1933
OREGON

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are attaching a copy of invoice against Kern & Kibbe covering rental of a LeTourneau scraper which was used on the Willamette Highway in Klamath County, Project , 18.9 miles grading Odell Lake - Walker Mountain covered by Hartford surety bond #1076906 dated November 2, 1932 to the State of Oregon.

To date this bill has not been paid. We will have further bill against them which we will render as quickly as we receive information from them regarding the date on which they were through with the scraper and statement of the extra shifts this scraper was used.

Yours truly,

GUTHRIE MCDOUGALL COMPANY

By HMClow
H. M. Clow

HMC/ak
att.

UTHRIE - McDOUGALL COMPANY
CONTRACTORS

EXECUTIVE OFFICE
552 SHERLOCK BLDG.
PORTLAND, OREGON

Kern & Kibbe
City

BILL NO. P-56

TO **GUTHRIE - McDOUGALL COMPANY** DR.

PORTLAND, ORE., July 18 193 3

Rental on scraper

April 20 - 30	11/30		
May	31		
June	30		
July	31		
	3 11/30 months	@ $200.00	$673.37

144-a

August 16, 1933

Chas. R. McCormick Lumber Co.
Foot of Irving Street
Portland, Oregon

Attention of Mr. C. W. Phillips, Auditor

Gentlemen:

Your letter of August 15, directed to Hon. Hal E. Hoss, Secretary of State, regarding your claim against Starr & McCall has been referred to this department for reply.

Our records show that payments to Starr & McCall have been made regularly. The next estimate paying date will be as of August 15. The notes for this estimate have not been received in this office, so we are not in position at the present time to state what the amount will be. Warrant covering this estimate will probably not be paid before September 1.

Indications are that the contractor will receive one more estimate in addition to the one dated August 15. It would appear that the total of the two estimates would be approximately $6,000.

You ask if it is possible for us to pay your claim direct. In this connection wish to advise that we cannot do so unless Starr & McCall assign to you payments as they become due. Such assignment must have the consent of the surety which wrote the bond for the contractor.

Very truly yours

Secretary

HBC:AJ

[illegible]LAND SEATTLE NEW YORK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST HELENS, OREGON

August 15, 1933

Hon. Hal E. Hoss, Secretary of State
Salem, Oregon

Dear Sir:

We have filed claim with you covering our account against Starr & McCall of Klamath Falls.

These people are now getting another estimate which they expect will be available about the 10th of September. The two estimates together will be more than sufficient to care for our account and they are desirous of getting their money promptly and do not know how to do so without getting release from us. We in turn do not care to make the release until such time as we are paid.

Please advise if it is possible for you to pay us direct or in some way secure us so that we can release our claim against the State.

Your assistance in this connection will be appreciated.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.
Auditing Department

By C. D. Phillips
Auditor

CDP:C

Respectfully referred to State Highway Department for attention

STATE DEPARTMENT

#1449

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 16 1933
OREGON

August 15, 1933

State Highway Commission
Salem, Oregon

Gentlemen.

Attention Mr. H. B. Glaisyer, Secretary

We are enclosing, for your attention, a letter from the Chas. R. Mc Cormick Lumber Company, Portland, Oregon, relative to their claim against Starr & McCall of Klamath Falls.

Yours very truly,

Hal E Hoss

Secretary of State

EL

Enc. 1

[illegible]
CARL G. WASHBURNE, [illegible]
E. B. ALDRICH, [illegible]

184-a

AUGUST
Sixteenth
1933

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

We have before us a copy of your letter to Mr. H. G. Smith, advising that the final cost of the Odell Lake-Walker Mountain Project will overrun the contract amount by approximately $6,500.00.

In order that the record of authority for this increase of expenditure may be kept clear, we suggest that a request for increased authorization be submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

August 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H.G. Smith

REFERRED TO Probert
by State Highway Engineer

Please comment on budget in advance
RHB

Dear Sir:

I have been trying to secure from Kelley a statement of how his job is going to come out financially but due to the fact that the contractor went through and worked over the entire line before he started to finish, Kelley was unable to give me anything until today.

At present he has 9 miles finished and the quantities figured, using the same factors for the whole line as those found on the first 9 miles, it appears that the job will not stay within the amount set up. As near as we could figure, the job will come out as follows:

	Estimated Actual Amounts	Contract Amounts
Clearing & Grubbing	$30,000.00	30,000.00
Extra clearing	2,800.00	800.00
Excavation	85,000.00	78,200.00
Overhaul	8,400.00	5,600.00
Truck Haul	9,240.00	8,820.00
Trench blasting	2,622.00	3,300.00
Rip Rap	960.00	960.00
Logs in Cribbing	279.00	330.00
18" Culvert Pipe	2,031.90	1,950.00
24" " "	1,139.40	1,260.00
30" " "	820.05	1,065.00
36" " "	0	273.00
Miscelaneous Items	511.00	6,000.00
Engineering	8,500.00	7,242.00
Total	$152,303.35	$145,800.00

The overrun in quantities is due to excessive shrinkage in the materials. We thought that we were allowing for 40% shrinkage in the pumice but found that the computors, infiguring the quantities multiplied the fills by 1.4 instead of dividing by 0.6. This makes more than 11% difference. This error in shrinkage factor tended to increase both the haul and the extra clearing as we had to go outside the clearing limits pay for the extra clearing. The difference between the amount set up for the job and the present estimate is $6503,00. Kelley is going to do some more figuring tomorrow and see if there are any factors that would change our present estimate.

The engineering costs ran over for the reason that we had to put in two crews to cross section the line before it snowed. The shut down of the contractor also added some to our costs.

Yours very truly

K. D. Lytle
Division Engineer

kdl/e

#1449

184-a

August 15, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 14 enclosing copies of notice of claim of Chemult Hotel against Starr & McCall in connection with their contract for the construction of 3 timber bridges on the Willamette Highway in Klamath County.

Copies of the notice are being forwarded to the contractors and surety.

Very truly yours

Secretary

AJ

August 15, 1933

Fidelity & Casualty Company
% Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed with the Secretary of State by Chemult Hotel against Starr & McCall in connection with their contract for the construction of three timber bridges on the Willamette Highway in Klamath County.

The claim is in the sum of $304.00, being board and lodging for Starr and McCall and their men.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Starr & McCall
Klamath Falls, Ore.

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 15 1933
OREGON
[illegible]

August 14, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Chemult Hotel has today filed a notice of claim for board and lodging furnished in the amount of $304.00 against the bond taken from Starr and McCall for work on State Highway contract No. 1449.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

CHEMULT HOTEL
L. G. Dawson, Prop.
Chemult, Oregon

To the State of Oregon

Notice is hereby given that the undersigned (CHEMULT HOTEL L. G. Dawson, Prop.) has a claim for (Board and lodging) (for Starr and McCall and his men, State Highway contract No. 1449) in the sum of Three hundred and four dollars ($304.00) Starr and McCall State Highway Contract No. 1449 for the work of constructing State Highway Bridges,

Signed

CHEMULT HOTEL
By L. G. DAWSON
L. G. Dawson, Prop.

Endorsed: File No. 2295
Filed August 14, 1933
HAL E. HOSS,
Secretary of State

August 12, 1939

Starr & McCall
129 N. 6th Street
Klamath Falls, Oregon

Gentlemen:

Attached is copy of letter received from the Chemult Hotel, L. G. Dawson, Proprietor, advising that you owe a balance of $304.00 for board and room.

In the event this claim is legitimate I would suggest that you take immediate steps to adjust it.

Very truly yours

Secretary

HBG:jn

c.c. Fidelity & Casualty Co.
Geo. P. Donahue, Agent
Klamath Falls, Oregon

August 12, 1933

Chemult Hotel
L. G. Dawson, Proprietor
Chemult, Oregon

Gentlemen:

This acknowledges receipt of your letter of August 10 advising us of your claim against Starr & McCall, to whom was awarded State Highway Contract No. 1449.

In connection with all state highway contracts the successful bidder is required to furnish a bond for the protection of all just debts, dues and demands incurred against the project. Such a bond was furnished by Starr & McCall in connection with this project, written by the Fidelity & Casualty Co. of New York, for whom George P. Donahue is agent with offices at Klamath Falls, Oregon. I would suggest that you take up the matter of your claim with the bonding company; also file notice thereof with the Secretary of State in accordance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

In accordance with our usual practice I am today calling this matter to the attention of the contractor and his surety and trust this matter may be satisfactorily adjusted.

Yours very truly

Secretary

HBG:jn

CHEMULT HOTEL
L. G. DAWSON, PROP.
CHEMULT, OREGON

August 10th 1933

STATE HIGHWAY COMMISSION
OREGON
RECEIVED
AUG 11 1933

State Highway Commission,
Salem Oregon

Gentlemen:-- Att--Mr.Scott

Starr and McCall bridge contractors on the Walker Mt.Odell Lake new Highway I Boarded them and their crew of men Feb.28th to May 23rd they left on May 23rd during my temporary absense without makigg any settlement with me or since that time they have ignored repeated statements and letters passing my place of business twice a week in automobile never once stopping or looking my way they have not only ignored me in this matter but they now have the audacity to claim they do not owe me anything,

I give them first class modern conveniences board and room for $1.00 day and they now owe me a balance of $304.00 and I understand they about have their contract completed,will you kindly immediatly make some provision for my protection in the matter and advise me who their Bondsmaen are so that I can proceed further in the matter,thanking you in advance for your attention in the matter,and oblige,

Yours truly

CHEMULT HOTEL
By L G Dawson
L,G.Dawson,Prop.

cc Engr in charge
of the construction,

#1449

114-a

August 9, 1933

L. F. Callahan, Superintendent
Fidelity and Casualty Company of N. Y.
60 Sansome Street,
San Francisco, California

Dear Sir:

Reference is made to your letter of August 4th relative to the claim of the Charles R. McCormick Lumber Company against Starr and McCall.

This office has not received any information from the Charles R. McCormick Lumber Company to the effect that its claim against the above company has been paid. Therefore, as far as our records are concerned, the claim is still outstanding against the work.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

g, 9, 1933

G.

The claim of the McCormick Lbr. Co. in amt. $2,253.63 was filed on July 26, 1933. I have no reccord of ever having received a notice to the effect that it had been settled.

J. McF,

---

pany of New York

BOARD

ENT

PARTMENT

FRANCISCO, CAL.

PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

HIS LETTER: August 4, 1933

G LETTER OF

RECEIVED
AUG 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

Re: Starr and McCall -

Your letter of July 28, relative to claim filed by Charles R. McCormick Lumber Company against Starr and McCall, which letter was addressed to us in care of George P. Donahue of Klamath Falls, has been referred to this office.

We are advised that the claim of Charles R. McCormick Lumber Company has been paid in full, and should like very much to know if the claim has been withdrawn.

Yours very truly,

L. F. Callahan
SUPERINTENDENT

LFC:SB

Jim
please advise me.
HBG

ANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, VICE-CHAIRMAN
BERNARD M. CULVER, PRESIDENT

PACIFIC COAST DEPARTMENT
60 SANSOME STREET SAN FRANCISCO, CAL.

CHANNING B. CORNELL, VICE-PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

DATE OF THIS LETTER: August 4, 1933

ANSWERING LETTER OF

RECEIVED
AUG 9 - 1933
OREGON
STATE HIGHWAY COMMISSIO

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

Re: Starr and McCall -

Your letter of July 28, relative to claim filed by Charles R. McCormick Lumber Company against Starr and McCall, which letter was addressed to us in care of George P. Donahue of Klamath Falls, has been referred to this office.

We are advised that the claim of Charles R. McCormick Lumber Company has been paid in full, and should like very much to know if the claim has been withdrawn.

Yours very truly,

L. F. Callahan
SUPERINTENDENT

LFC:SB

Jim
please advise me.
HBG

#1449
184-a

July 28, 1933

Fidelity & Casualty Company of N. Y.
℅ Geo. P. Donahue, Agent
Klamath Falls, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed with the Secretary of State by Chas. R. McCormick Lumber Company against Starr & McCall to whom the State Highway Commission awarded the contract for the construction of three timber bridges on the Willamette Highway in Klamath County.

The amount is $2255.65 and is for materials furnished to the contractors.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Starr & McCall
Klamath Falls
Oregon

July 28, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 25 enclosing copies of notice of claim filed by Chas. R. McCormick Lumber Company against Starr & McCall to whom the State Highway Commission awarded the contract for the construction of three timber bridges on the Willamette Highway in Klamath County.

Copies of the notice are being forwarded to the contractors and their surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 26 1933
OREGON
COMMISSION

July 25, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

The Chas. R. McCormick Lumber Company has today filed a notice of claim for materials furnished in the amount of $2253.65 against the bond taken from Starr & McCall, principal, and Fidelity & Casualty Company of New York, surety, for work on three bridges in Klamath County.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

CHAS. R. MC CORMICK LUMBER CO.
of Delaware
McCormick Terminal
Foot of Irving Street
Portland, Oregon

July 24, 1933

Hal E. Hoss, Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Charles R. McCormick Lumber Company, has a claim for treated and untreated materials in the amount of $2253.63 against the Bond furnished by Starr & McCall of Klamath Falls in the Fidelity and Casualty Company of New York.

This claim is against the materials furnished for the construction of three bridges on the Willamette Highway in Klamath County.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.

BY C. W. PHELLERS
AUDITOR

CWP:W

Endorsed: File No. 2282
Filed July 25, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
JUL 25 1933

#1449

184-a

July 24, 1933

Chas. R. McCormick Lumber Company,
McCormick Terminal,
Portland, Oregon.

Attention: C. W. Phirman.

Gentlemen:

Receipt is acknowledged of your letter of July 21st concerning the Starr & McCall contract No. 1449 for the construction of three bridges on the Willamette Highway in Klamath County.

Please be advised that the above firm have been paid $6,[illegible] to date. The retained percentage is $1,073.93. This contract was approximately 25% complete on June 10th. The date of completion of this contract is August 31, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dist. by J. McFarland.

LAND SEATTLE NEW RK PHILADELPHIA LOS ANGELES DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

#1449
7 Klamath

RECEIVED
JUL 24 1933
OREGON

July 21, 1933

Oregon State Highway Commission
Salem, Oregon

ATTENTION [illegible]

Gentlemen:

Please advise us the amount of money advanced to Starr & McCall on their contract with you for the construction of three bridges on the Willamette Highway in Klamath County.

We would also like to know whether contract has been completed and approximately when they will be paid in full, if possible. and how much.

Our reason for asking this information is that they owe us for material which is several months past due.

Thanking you in advance for your courtesy, we are

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.

By C S Phillips

AUDITOR

C [illegible]

#1449

14d-a

June 30, 1933

Starr & McCall
123 North Sixth Street
Klamath Falls, Oregon

Gentlemen:

Reference is made to your letter of June 28 enclosing estimate voucher and assignment covering Estimate No. 4 in connection with your contract for the construction of three bridges on the Willamette Highway in Klamath County.

I have had the voucher signed by the State Highway Commission and it is now in the hands of the Secretary of State for payment. We anticipate that the warrant will be ready to be sent to you in either tonight's mail or tomorrow's.

So far as we know at the present time, there are no indications that the warrant will be held up and unless something in the meantime should show up it will be mailed in conformance with our usual practice.

Very truly yours

Secretary

HBG:AJ

PHONE 158

STARR & McCALL
GENERAL CONTRACTING
123 NORTH SIXTH STREET
KLAMATH FALLS, OREGON

June 26 33

Oregon State Highway Commission
Salem, Ore.

Mr Glaisyer, Secretary

Dear Sir;

Kindly note the inclosed.

I have not wished to bother you with this matter but I have been a little afpaid . As I wrote you in my other letter, I have sold a second mortgage on some property and now the holder of this property has defaulted in his paymants on the first mortgage and they are asking me to take the secomd mortgage back. I feel pretty sure that I am not going to have any trouble about it but I do not wish to get Mr McCall into any sort of a deal as this.

I have been unable to get in touch with Mr McCall as he is away on some other work. I have delayed sending the estimate in but as the time is getting late I am mailing it tonight. In his absemce I do not suppose that I should sign the assignment as I understand that it should be signed by both of us.

I however will detach it from the estimate and sign it myself and if you will do me the favor of letting it lay in your office it may be of some good in case anything should show up regarding our estimate. I think that withing a few weeks I will be ablw to get this ranch deal of ours straightened up some way and things will be OK again.

I hope to be in Salem next week and if I am I will call on you.

Very truly yours
Starr & McCall
by Starr

PS. When our check is mailed us on the inclosee estimate please let it be mailad to Starr & McCall as the estimate reads.

voucher to audit 6/27

Form 26—D-13191—1M—4-29.

STA[illegible] OF [illegible]EGON—HIGHWAY DEPART[illegible]NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Two Thousand Three Hundred Seventy-two and 99/100 - - ($2,372.99) Dollars, to us paid, our hereby sell, assign and transfer the within claim for material furnished and service rendered for construction of three treated timber bridges with concrete docks on the Willamette Highway in Klamath County - Contract 1449- Estimate 4. to Myrtle Starr and authorize and empower said Myrtle Starr to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this .... day of ...., 19.....

Executed in the presence of us as witnesses:

....

....

Starr & McCall

By [illegible] Starr

[illegible] construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway.

I regret to inform you that it is contrary to our practice to split contract payments, as you suggest. However, should Starr & McCall elect to assign all moneys due or to become due them on this contract, we will honor such assignment if it is properly executed and the surety on the bond consents to the assignment without prejudice to the bond.

For your convenience I inclose in triplicate our standard form of assignment. In the event Starr & McCall wish to assign the payments as indicated, the name of the assignee should be inserted and the form signed by both partners to the partnership before two witnesses. Arrangements should also be made with the bonding company to furnish to the State Highway Commission a written consent to the assignment.

Two copies of the assignment should be filed in this office.

Very truly yours

Secretary

MBG:jn
c.c. W. A. Reeves

June 7, 1933

Mr. Tracy Starr
c/o Starr & McCall, General Contractors
123 North 6th Street
Klamath Falls, Oregon

Dear Sir:

Mr. Reeves of the Bridge Department has handed me your letter of June 4 in which you inquire as to whether or not it will be possible to assign your share of the moneys due Starr & McCall from the State Highway Commission under that certain contract for the construction of three bridges on the Odell Lake-Walker Mountain Section of the Willamette Highway.

I regret to inform you that it is contrary to our practice to split contract payments, as you suggest. However, should Starr & McCall elect to assign all moneys due or to become due them on this contract, we will honor such assignment if it is properly executed and the surety on the bond consents to the assignment without prejudice to the bond.

For your convenience I inclose in triplicate our standard form of assignment. In the event Starr & McCall wish to assign the payments as indicated, the name of the assignee should be inserted and the form signed by both partners to the partnership before two witnesses. Arrangements should also be made with the bonding company to furnish to the State Highway Commission a written consent to the assignment.

Two copies of the assignment should be filed in this office.

Very truly yours

Secretary

HBG:jn
c.c. W. A. Reeves

PHONE 158

STARR & McCALL
GENERAL CONTRACTING
123 NORTH SIXTH STREET
KLAMATH FALLS, OREGON

June 4 1933

Mr. W. A. Reeves, State Office Engineer,

Salem, Ore.

I have some property near Medford that I am going to have to take back from the buyer. I have a second motrgage on this property. The present purchaser is some three years back in his payments on the first mortgage and on the taxes.

My attorney has advised me that I had better write you and ask if it is possible for me to consign the payments on my part of the contract that McCall and I have to some other party. This party in turn will give me a statement to the effect that you are to make our monthly estimate checks to Starr and MaCall as you have been doing and mail them to our same address. This statement I will mail to you.

You understand this is not consigning the contract but merely consigning money due me on the contract.

This would stay in you office only as a matter of record. I am pretty sure that in the taking back of the ranch therev will be no trouble about finances but as the first loan is pretty badly behind my attorney advises me that I should cover up this state work if possible so that there can be nothing molested about it.

Mr McCall has no financial worries as he has plenty of money and I do not wish to get him involved in this ranch deal.

'ery truly yours

Tracy Starr

6 1933

FORM 5-C-1 7627 900 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

114a

May 18, 1933

RECEIVED
MAY 20 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. B. Glaisyer

Dear Sir:

Reference is made to your letter of May 16th regarding the request of Kern & Kibbe for an extension of time on their contract No. 1422, Odell Lake-Walker Mountain Section of the Willamette Highway.

It is my recommendation that this request be granted without penalty and the time for completion of the job be extended to August 31, 1933 as per the contractor's request.

The contractor did everything possible to complete this job on time but was prevented by the heavy snows and the lateness of the spring. The public has not been unduly handicapped by the failure to complete on time and the additional engineering expense will not be increased unduly by this delay as practically all of our crew was laid off while the contractor was not working.

Yours very truly

K. D. Lytle
Division Engineer

k

NOTED

FORM 3-A-1 6786 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 5, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Highway Engineer
Bend, Oregon

NOTED
Highway Engineer

Dear Sir:

Reference is made to your letter of May 2nd, relative to change in the labor quota for the Odell Lake-Walker Mountain Section, Kern & Kibbe contract No. 1422.

These contracts were awarded for the express purpose of relief of unemployment and labor was proportioned to the several counties in the ratio of their unemployment. Concessions were made to various contractors procuring men from Multnomah County to the end that that county is not receiving the relief that is justly theirs.

The contractor was fully informed of labor requirements and should have anticipated the fact that labor so procured in the prescribed manner would not be as desirable as that procured under normal methods. Kern & Kibbe have an office in Portland and have the right to look over the men before they are sent, to see if they might be desirable for the class of work for which they are needed. Other contractors have used this method to good advantage. However, we will admit that there has been some trouble getting qualified men for certain classes of work from Multnomah County.

We feel that every effort should be made to procure men from Multnomah County in the proportions originally given and we do not feel inclined to change the ratio at this time.

The provisions state that when qualified men can not be procured from the designated county committees, the contractor can procure them elsewhere. If the contractors can give satisfactory evidence that qualified men cannot be procured from Multnomah County you may allow him to secure men from other county committees, but not all from one county. This should be so noted on the payrolls, with the reason. However, every effort should be made to get the required quota from Multnomah County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. G. Smith
Construction Engineer

Dict. by C. E. Low/ER
cc R. H. Baldock

FORM S-C-1 7527 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

184-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY - 1933
OREGON STATE HIGHWAY COMMISSION

Attention ~~Mr.~~ H. G. Smith

Dear Sir:

Mr. O. E. Archibald, Superintendent for Kern & Kibbe, was in this morning and asked if the source of his labor supply could not be changed. He advises that it seems almost impossible to get men from Multnomah County who can perform the required work. He is compelled to keep these men three weeks, if they come from Multnomah County, before he can dismiss them as it takes that long for them to earn their fare to and from the job.

The original quota was as follows:

Klamath County	8 per cent
Crook County	11 " "
Deschutes County	3 " "
Multnomah County	78 " "

This was later changed for the period required to do the clearing to

Klamath County	40 per cent
Deschutes County	40 per cent
Crook County	20 per cent.

This change was made with the understanding that the Multnomah quota would be balanced later on when the grading operations were enlarged. On February 4, about two weeks before the job shut down, the percentages of labor secured from the various counties were as follows:

Multnomah County	25.85 per cent
Crook County	5.76 " "
Klamath County	50.57 " "
Deschutes County	17.82 " "

NOTED
State Highway Engineer

In order to bring up the quotas of Crook and Multnomah Counties it will be necessary that no men be hired from other than these two counties which we are trying to do at present. There are about 2000 man days of work required to complete the clearing and the contractor is asking that he be allowed to hire men from Deschutes and Klamath Counties to do that work.

The balance of the work will consist of grading and as the contractor is using heavy power equipment to do that he does not expect to have only a very few, possibly 15 or 20, unskilled or skilled laborers other than the operators of heavy power equipment so it is evident that it will be impossible to bring the Multnomah quota up to anywhere near the original figure.

The contractor reports that the Crook County men that he has previously ordered did not show up and that the County Judge of that County cannot be depended upon to supply men as they are required.

If this change can be made I would recommend that it be done. Practically all of the skilled operators of power equipment are from Multnomah County.

Will you please advise me regarding your decision in this matter?

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-184-A

April 29, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield

By L. J. Caufield
Highway Engineer.

Encl.

Agr. 14119

Form P. R. 2
State Oregon
Project No. E-184, Section A

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of March, 1933

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 3rd day of October, 1932, a project statement, which was approved by the Secretary on the 24th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 2nd day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty-nine thousand, one hundred fifty-one and 22/100 dollars ($59,151.22) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the S.W.¼ of Sec. 10, T. 26 S., R. 8 E., at the junction with Oregon Federal Aid Project No. 126, and survey station 990+00 in the N. ½ of Sec. 25, T. 23 S., R. 6 E., W.M., length 18.800 miles, in Klamath County, being Section A of Oregon Federal Aid project No. E-184, consisting of 18.752 miles of roadway and three bridges, each of more than 20 feet clear span, 0.048 of a mile in length., known locally as the Odell Lake - Walker Mt. Section of the Williamette Highway, between official control points "a point on Federal Aid Route No. 3 near Goshen, and a point on Federal Aid Route No. 4 south of Crescent."

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $145,813.80, Federal aid $52,492.97; three bridges, approved estimate $18,495.15, Federal aid $6,658.25.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-nine thousand, one hundred fifty-one and 22/100 dollars ($ 59,151.22), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-four thousand, three hundred eight and 95/100 dollars ($ 164,308.95), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ..A..... of said project shall not in any event exceed the sum of fifty-nine thousand, one hundred fifty-one and 22/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15th day of April, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By C. E. Washburne
Member, State Highway Commission.
(Title of officer)

By
(Title of officer)

By
(Title of officer)

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

R G Tugwell
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-184-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 164,308.95 as the total estimated cost of said project, and the sum of $ 59,151.22 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15th day of April, one thousand nine hundred and thirty-three.

R G Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4820

FORM 2-A-1 2786 7800 12-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

114-2

OREGON STATE HIGHWAY COMMISSION
SALEM

April 20, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Joseph Jensen,
Klamath County Engineer,
Klamath Falls, Ore.

NOTED
State Highway Engineer

Dear Sir:

Your letter of April 19th referring to your request for blue prints of the Odell Lake-Walker Mountain Section of the Willamette Highway, has been received.

We do not have tracing of this section of the highway excepting our Federal Aid Sheets, which would not be very satisfactory for the purpose for which you desire them.

There was also a change made in the alignment after this contract was awarded. We have written the Division Engineer to send us a detail map showing the corrected alignment. We will then make up a tracing and forward you the prints. This work will be done just as soon as possible. We are very sorry to cause you this delay, but under the circumstances it cannot be avoided.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

Dictated by

Chas. E. Low

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
MAR 18 193
OREGON
STATE HIGHWAY COMMISSION

March 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing herewith for signature and return to this office three copies of project agreement for Oregon Emergency Construction Highway Project E-184-A. We are also enclosing one copy each of agreement estimate and approved specifications.

Your attention is called to an error in the length of the project as shown on your estimate of December 20, 1932. In computing the length you have included the full center line length of both legs of the wye connection at the south end. Applying Mr. Toms' memorandum of May 25, 1932, copy of which was sent you June 1, you may include the center line length of the west leg to its intersection with the west edge of the pavement on Project 126, and the center line length of the east leg from the east edge of the pavement on Project 184 to the west edge of the pavement on Project 126. On this basis the roadway length of the project is reduced approximately 312 ft., making the roadway length 18.752 miles and the total length 18.8 miles.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

FORM S-A-1 6750 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

114-2

OREGON STATE HIGHWAY COMMISSION

SALEM

February 28, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Kern & Kibbe, Contractors,
290 E. Salmon St.,
Portland, Ore.

Dear Sirs:

In answer to your last letter addressed to Mr. K. D. Lytle, Division Engineer, advising that it was necessary to shut down work on the Odell Lake-Walker Mountain Section of the Willamette Highway and on account of the excessive snow are asking for an extension of time for 30 days.

We appreciate the difficulty which you have had in operating through the deep snow and are agreeable to a shut down until more workable conditions prevail, but cannot pass upon the extension of time now. If there is an extension of time either by the Government or you are successful in completing the project by July 1st, I anticipate no difficulty in remitting the penalty on this contract but if you should fail to complete within the time limit set by Congress it would of course involve serious financial arrangements which can hardly be passed upon at this time. You are therefore released from the conditions regarding the continuous employment of labor during the winter months and authorized to suspend operations until the snow has melted sufficiently to carry on efficient operations, but nothing should be construed from this letter to indicate any actual or implied extension of the time limit.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock ✓
K. D. Lytle
C. C. Kelley

FORM 5-C-4 7927 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

154-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

February 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

We are enclosing herewith a Price Agreement on the Odell Lake-Walker Mountain Section of the Willamette Highway covering the line change made since the contract was signed.

It was thought best to secure the contractors approval of this change in order that there be no claim made for additional work by reason of the line change.

Yours very truly

K. D. Lytle
Division Engineer

By
W. O. Widdows

RECEIVED
FEB 27 1933
OREGON
STATE HIGHWAY COMM.

#1449

184-a

February 16, 1935

Shell Oil Company
Klamath Falls, Oregon

Attention: Mr. J. S. Moore

Gentlemen:

In reply to your communication of February 15th we are pleased to inform you that the Fidelity and Casualty Company of New York is the bonding company on Starr and McCall's contract No. 1449. George P. Donahue of Klamath Falls is the agent and the amount of the bond furnished in connection with this contract is $16,815.78.

Yours very truly
STATE HIGHWAY COMMISSION

JM:MC

Secretary

SHELL OIL COMPANY

KLAMATH FALLS, OREGON

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

February 15, 1933

State Highway Commission,
Salem , Oregon.

Gentlemen:

We are endeavoring to obtain information regarding Starr and McCall's contract, Odell Lake-Walker Mountain Job #1449, and would appreciate very much if you would kindly give us the following information:

1 - Bonding company furnishing surety for this job and address of same.

2 - Agent of surety and address of agent of surety. Also amount of bond.

3 - If county job, is it state aid?

Thanking you in anticipation of your reply, we are,

Very truly yours,

SHELL OIL COMPANY

JSM:LMS

BY

RECEIVED
FEB 16 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-A-1 6706 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

184-a

February 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Kern & Kibbe, Contractors,
290 E. Salmon St.,
Portland, Ore.

Gentlemen:

The Bureau of Public Roads has called our attention to the fact that your payrolls covering the first half of January, 1933, for the Odell Lake-Walker Mt., Project, Oregon E-184-A shown 21 violations of the State 8 hour law and 23 violations of the 30 hour per calendar week prov ision of your contract.

These violations go to defeat the primary purpose of the Emergency Relief and Construction Act under which this contract was awarded. We can see no reason why, with the proper supervision, these provisions cannot be carried out successfully and efficiently with little or no inconvenience or delay to the work. Further violations will not be tolerated.

We trust that steps have been taken to avoid future violations as we believe this was brought to your attention by the Resident Engineer. However, we are inclined to believe it was too late to avoid the above mentioned violation.

Your cooperation in this matter will be greatly appreciated by this Department, the Bureau of Public Roads and the Public in general.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. C. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
W. H. Lynch
K. D. Lytle
C. C. Kelley

NOTED
State Highway Engineer

184-a

January 18, 1933

Starr & McCall
Klamath Falls
Oregon

Gentlemen:

We are sending you under separate cover an executed copy of the contract that was recently awarded to you for the construction of bridges over Little Deschutes River, Crescent Creek and Odell Creek on the Willamette Highway in Klamath County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

184-a

...RR CO.
...G, SHEET METAL
... SIXTH ST.
...LLS, OREGON

m Call General

McCullough please note and return to me HSS

Noted

Dec 27 32

...ver to Geo. Donahue and he has sent them to his head office in San Francisco for the proper signing. He states that they should be back here by Friday and on their arrival back we will send them on to you at once.

We are sorry that this mistake occured but we never thought to find out if Mr. Donohue could sing a bond of this size or not. We will know should we need any bonds in the future, to look up the bonding agent first and see if they are able to property write the bond for us.

We are going to the site of the work on Thursday if the weather will permit and at that time we hope to get a camp established. It will be some four or five weeks yet however before we can get any of the cressoted lumber or piping or other material on the job but there is a little excavation that we hope to get done soon. We plan now on starting operations the first week in January.

We are having a regular blizzard over here tonight and it is snowing quiet hard so we may be snow bound for a few days. We will get going at the earliest possible time however.

It is our understanding that there is now an engineer from your office stationed at the site of the operations and he will be able to give us the information that we need.

Very truly yours

Starr & McCall

by Leroy Starr

RECEIVED DEC 29 1932 ...COMMISSION

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

RECEIVED DEC 29 1932 OREGON STATE HIGHWAY COMMISSION

184-a

PHONE 158

Starr and McCall

~~THE STARR CO.~~

~~PLUMBING, HEATING, SHEET METAL~~ General

128 NORTH SIXTH ST.

KLAMATH FALLS, OREGON

RECEIVED DEC 28 1932 OREGON STATE HIGHWAY COMMISSION

Dec 27 32

Oregon State Highway Commission
Salem, Ore

Gentlemen;

Please note yours next inclosed.

I have this date turned the contracts over to Geo. Donahue and he has sent them to his head office in San Fransisco for the proper signing. He states that they should be back here by Friday and on their arrival back we will send them on to you at once.

We are sorry that this mistake occured but we never thought to find out if Mr. Donohue could sing a bond of this size or not. We will know should we need any bonds in the future, to look up the bonding agent first and see if they are able to property write the bond for us.

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We are having a regular blizzard over here tonight and it is snowing quiet hard so we may be snow bound for a few days. We will get going at the earliest possible time however.

It is our understanding that there is now an engineer from your office stationed at the site of the operations and he will be able to give us the information that we need.

Very truly yours

Starr & McCall

by Tracy Starr

RECEIVED DEC 29 1932

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

RECEIVED DEC 29 1932 OREGON STATE HIGHWAY COMMISSION BRIDGE DEPARTMENT

1 5004 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 24, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Starr & McCall,
123 North Sixth Street,
Klamath Falls, Oregon.

Gentlemen:

We are returning to you by express the four copies of contract No. 1449 covering the construction of bridges over Little Deschutes River, Crescent Creek and Odell Creek in Klamath County.

Please be advised that these contracts are returned for the reason that we have been advised by the Insurance Commissioner that Mr. Geo. P. Donahue, who has signed the bond for the Fidelity and Casualty Company, is limited to $10,000.00 in signing bonds, as attorney in fact. This bond is in the sum of $16,813.78.

We were also advised by the Insurance Commissioner that the bond must be countersigned by Geo. Donahue Company instead of Geo.P. Donahue.

Please have the bond properly executed and return the copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION,

By H B Glaisyer

Secretary.

J. McF.

DEC 29 1932

December 22, 1932

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Odell Lake-Walker Mountain Section, Project No. E-184-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/GS
Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-184-A

ODELL LAKE - WALKER MOUNTAIN SECTION
OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement, Based on contract prices)

Salem, Oregon, December 20, 1932.

Grading:

All Required		Clearing and Grubbing		$ 30,000.00
4.0	acres	Extra Clearing & Grubbing	$ 200.00	800.00
460,000	cu. yds.	Excavation, Single Classif.	0.17	78,200.00
560,000	yd. sta.	Overhaul	0.01	5,600.00
63,000	yd. mi.	Truck Haul	0.14	8,820.00
22,000	sq. yds.	Trench Blasting	0.15	3,300.00
320	cu. yds.	Riprap	3.00	960.00
2,200	lin. ft.	Logs in Cribbing	0.15	330.00
1,500	lin. ft.	18" Concrete Pipe	1.30	1,950.00
700	lin. ft.	24" Concrete Pipe	1.80	1,260.00
300	lin. ft.	30" " "	3.55	1,065.00
60	lin. ft.	36" " "	4.55	273.00
		Sub-total		$ 132,558.00
		10% Engr. & Cont.		13,255.80
		Total..............		$ 145,813.80

Bridges

Little Deschutes River

500	lin. ft.	Creosoted Trestle Piling	$ 1.068	$ 534.00
48	cu. yds.	Class "D" Concrete	19.87	953.76
10,600	lbs.	Metal Reinforcement	.051	540.60
15	M-FBM	Creosoted Lumber	70.37	1055.55
144	lin. ft.	Composite Handrail	2.40	345.60
				$ 3429.51

Crescent Creek Bridge

			$	$
90	cu. yds.	Excavation	0.80	72.00
10	" "	" below plans	1.75	17.50
50	" "	Class "A" Concrete	18.25	912.50
70	" "	" "D" "	20.50	1,435.00
19,000	lbs.	Metal Reinforcement	.051	969.00
13	M-FBM	Creosoted Lumber	70.37	914.81
23,000	lbs.	Structural Steel	.0575	1,322.50
182	lin. ft.	Composite Handrail	2.40	436.80
				$ 6,080.11

Odell Creek Bridge

90	cu. yds.	Excavation	$ 0.80	$ 72.00
10	" "	" below plans	1.75	17.50
65	" "	Class "A" Concrete	19.50	1,267.50
82	" "	" "D" "	20.50	1,681.00
23,000	lbs.	Metal Reinforcement	.051	1,173.00
18	M-FBM	Creosoted Lumber	70.37	1,266.66
23,000	lbs.	Structural Steel	.0575	1,322.50
210	lin. ft.	Composite Handrail	2.40	504.00
				$7,304.16

Sub-total, bridges	$16,813.78
10% Engr. & Cont.	1,681.37
Total....................	$18,495.15

Length of Roadway	18.811 miles
" " 3 bridges(253.32 ft.)	0.048 "
Total length	18.859 "
Cost per mile, roadway	$ 7,751.51

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway	$ 145,813.80	$ 52,492.97 (36%)	$ 93,320.83
3 Bridges	18,495.15	6,658.25	11,836.90
	$ 164,308.95	$ 59,151.22	$ 105,157.73

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
" " " Maint: Chap 41, laws 1927.

Hold for Bridges

Oregon State Highway Department

Emerg. Constr. Highway
Project No. E-184-A

ODELL LAKE-WALKER MOUNTAIN SECTION

OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 31, 1932.

All Required		Clearing and Grubbing		$ 18,000.00
4	acres	Extra Clearing & Grubbing	$ 150.00	600.00
460,000	cu. yds.	Excavation, Single Classification	0.23	105,800.00
560,000	yd. sta.	Overhaul	0.02	11,200.00
63,000	yd. mi.	Truck Haul	0.14	8,820.00
22,000	sq. yds.	Trench Blasting	0.10	2,200.00
320	cu. yds.	Riprap	1.50	480.00
2,200	lin. ft.	Logs in Cribbing	0.10	220.00
1,500	" "	18" Culvert Pipe	2.00	3,000.00
700	" "	24" " "	3.00	2,100.00
300	" "	30" " "	4.00	1,200.00
60	" "	36" " "	5.00	300.00
			Subtotal	$ 153,920.00
			10% Engr. & Cont.	15,392.00
			Total	$ 169,312.00

Length of Roadway	18.810 miles
Length of 3 Bridges, 260 ft.	.049 miles
Total length	18.859 miles
Cost per mile	$ 9,001.16

Regular Federal Aid Funds Requested	$ 50,793.60
Emergency Constr. Highway Funds Requested	118,518.40
	$169,312.00

October 31, 1932.

Mr. W. H. Lynch, District Engr.,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Odell Lake-Walker Mountain Section, Project No. E-184-A. Five sets of plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-184-A

ODELL LAKE-WALKER MOUNTAIN SECTION
OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate with plans for bridges. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

Grading: (Contract Prices)

All Required		Clearing and Grubbing		$ 30,000.00	
4.0	acres	Extra Clearing & Grubbing	$200.00	800.00	
460,000	cu. yds.	Excavation, Single Classif.	0.17	78,200.00	Ⓐ
560,000	yd. sta.	Overhaul	0.01	5,600.00	
63,000	yd. mi.	Truck Haul	0.14	8,820.00	
22,000	sq. yds.	Trench Blasting	0.15	3,300.00	
320	cu. yds.	Riprap	3.00	960.00	
2,200	lin. ft.	Logs in Cribbing	0.15	330.00	
1,500	lin. ft.	18" Concrete Pipe	1.30	1,950.00	
700	lin. ft.	24" Concrete Pipe	1.80	1,260.00	
300	lin. ft.	30" Concrete Pipe	3.55	1,065.00	
60	lin. ft.	36" Concrete Pipe	4.55	273.00	
			Sub-total	$132,558.00	
			10% Engr. & Cont.	13,255.80	
			Total...............	$145,813.80	

Little Deschutes River Bridge: (Estimated Prices)

500	lin. ft.	Creosoted Trestle Piling	$1.00	$ 500.00
48	cu. yds.	Class "D" Concrete	18.00	864.00
10,600	lbs.	Metal Reinforcement	0.05	530.00
15	M-FBM	Creosoted Lumber	75.00	1,125.00
144	lin. ft.	Composite Handrail	3.00	432.00
				$ 3,451.00

Crescent Creek Bridge:

90	cu. yds.	Excavation	$3.00	$ 270.00
10	cu. yds.	Excavation below plans	5.00	50.00
50	cu. yds.	Class "A" Concrete	18.00	900.00
70	cu. yds.	Class "D" Concrete	18.00	1,260.00
19,000	lbs.	Metal Reinforcement	0.05	950.00
13	M-FBM	Creosoted Lumber	75.00	975.00
23,000	lbs.	Structural Steel	0.06	1,380.00
182	lin. ft.	Composite Handrail	3.00	546.00
				$ 6,331.00

Small Creek Bridge:

90	Cu. yds.	Excavation	$3.00	$ 270.00
10	Cu. yds.	Excavation below plans	5.00	50.00
65	Cu. yds.	Class "A" Concrete	18.00	1,170.00
82	Cu. yds.	Class "B" Concrete	18.00	1,476.00
23,000	lbs.	Metal Reinforcement	0.05	1,150.00
18	M.B.M.	Creosoted Lumber	75.00	1,350.00
23,000	lbs.	Structural Steel	0.06	1,380.00
210	lin. ft.	Composite Handrail	3.00	630.00
				$ 7,476.00

Sub-total, bridges	$17,258.00
10% Engr. & Cont.	1,725.80
Total, bridges	$18,983.80

Length of Roadway	10.811	miles
" " 3 Bridges (253.32 ft)	0.048	"
Total length	10.859	"

Cost per mile, roadway

SUMMARY OF FUND REQUIREMENTS

Item	Total Cost	Federal Aid Funds		State, County, Etc. Funds
Roadway	[illegible]	[illegible]	(50%)	[illegible]
3 Bridges	[illegible]	[illegible]	(50%)	[illegible]
	[illegible]	[illegible]		[illegible]

COMMISSIONERS
H. SCOTT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
LDRICH, PENDLETON

GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

184-a

OREGON STATE HIGHWAY COMMISSION

SALEM
December 12, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Carl B. Neil,
Forest Supervisor,
Bend, Ore.

Dear Sir:

In connection with the Special Use Permit for the construction of the Odell Lake - Walker Mountain Section of the Willamette Highway, I beg to advise that Mr. K. D. Lytle is Division Engineer at Bend and C. C. Kelley is Resident Engineer at Crescent. You may take local matters up pertaining to this work with either Mr. Lytle or Mr. Kelley.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to

R. H. Baldock

#1422
79 Klamath

184-a

December 6, 1934

Union Oil Company of California,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of December 5th concerning Kern & Kibbe, contractors.

Please be advised that the above firm were awarded contract No. 1422 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County. This contract consists of 18.9 miles of grading. The completion date is May 31, 1935. The bond was furnished by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy John Kern Company who have offices in Lewis Bldg., Portland, Oregon, are resident agents. The amount of the contract is $132,558.00.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

J. McF.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

December 5,1932.

Oregon State Highway Commission,
Salem,Oregon.

Gentlemen: RE: Kern & Kibbe
Bonded Job

We have been advised that Kern & Kibbe have been awarded a bonded job working on the Willamette Highway in the vicinity of Bend,Oregon.

We are contemplating making deliveries to subject of merchandise to be used on this particular job and desire the following information. Kindly furnish us job number and a complete description of the job, also the amount of the job and date of completion. We would also like to know the name of the bonding company, the amount of the bond, together with the local agent's name and address who wrote the bond.

For your convenience in replying and inclosing the above data, you will find attached a self-addressed stamped envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Manager.

LC:R

Inc.

RECEIVED
DEC 6 1932
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 - 1932
OFFICE OF
CONSTRUCTION ENGINEER

184-a

O[illegible] STATE HIGHWAY COMMISS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

RECEIVED
DEC 6 1932
STATE HIGHWAY COMMISSION

For Week Ending December 3, 19 32

Section Odell Lake-Walker-Mountain
Kind of work Grading
Highway Willamette
Section prefix 18PP BPR E-184-A
Contractor Kerr + Kibbe
Contract number 1422
Date of contract Nov 7., 1932
Date of completion May 31, 1933.
Date work started Nov. 7, 1932
Estimated date of completion July 1, 1933
Amount of contract $132558.00
Per cent of time elapsed 15 %
Estimated cost of completed project, exclusive of engineering $132558.00
Per cent of contract completed, based on total contract price 9 %
Engineering costs to date $ 2019.42, 1.6 %. **Date project was completed** , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Weather during week has been favorable for work
Clearing is 35% complete. Contractor on Nov 30
Started grading operations on Odell Lake end of
project using 1 - 2cy Bucyrus Diesel Shovel,
1 1 1/4 cy Northwest gas shovel. 2-65 hp Diesel
Cats with 9 C.y. Le Tourneau wheeled scrapers. 2-65
hp Diesel cats and 1-60hp gas cat equiped with
bulldozers, 2-4 cy. Hug trucks, 2-8 cy. White truck.
3-[illegible] hp gas cats are in use on clearing operation.
One 90 man Camp has been installed at Sta 830.
The 90 man camp at Sta 775 will be completed and
occupied by Sunday. All forces working 2 - 5 hour
shifts. Engineering party Staked various road
approaches, culvert pipe and incidental work.
[illegible] Kibbe of Kerr & Kibbe over project Dec 2 and
ordered grading equipment be operated three
shifts. Tom Davis of BPR over project
December 1. Mr McAdams, Du Pont Powder Co
representative supervising trench blasting
Sta 957 to Sta 973.

Kelley
Res. Engr

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	18.75				
Miles partially completed	2.0	[illegible]			
Miles completed	0.0				
Total estimated quantities	260000				
Estimated quantities moved or placed to date	1000				
Average daily quantities	3000				
Average daily quantities necessary to complete project on time	2300				
Number shifts per day	2				
Hours per shift	5				
Average force on project for week [illegible]	600				

Percentages of men employed on contract to be secured from:

Multnomah County, 78 %; Klamath County, 8 %; Deschutes County, 3 %; Crook County, 11

	Multnomah COUNTY	Klamath COUNTY	Deschutes COUNTY	Crook COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NUMBER USED AND SECURED FROM						
Men	53 [redacted]	79 [redacted]	30	9		16	207
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power Graders ...., Rollers ...., Mixers —, Crushing or screening plants ...., Compressors ...., Bull dozers 3, Sheep-foot rollers ...., 2-El. Scrapers 2. 65 [illegible] 5 Trucks 4 3-ton Trucks.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain	0	
Monday	Rain + Snow	0	
Tuesday	Rain	0	
Wednesday	Snow AM - Clear PM	0	
Thursday	Cloudy + Cool	0	
Friday	Clear + Cool	0	
Saturday	Clear + Cool	0	

FORM 2-C-1 4502 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

184-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 26, 1932

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

NOTED
State Highway Engineer

Herewith please find profile of a proposed change in alignment on the Odell Lake-Walker Mountain Section. This change will cut down on quantities by about 4000 to 5000 cubic yards. The new line is the same length as the old one and while there is more angle in the new one, there is no increase in the number of curves or the degree.

If this change is approved please advise us at once as the contractor will be clearing the line next week.

I would recommend that the change be approved.

Yours very truly,

K D Lytle

K. D. Lytle,
Division Engineer.

kdl/e
enclosures.

FORM 9-A-1 9383 8M 9-36
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

184-a

November 21, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. C. Kelley,
Resident Engineer,
Crescent, Ore.

Dear Sir:

Complaint has been made by the Klamath Falls Employment Committee that Kern & Kibbe are employing men not authorised by the Klamath Falls committee.

The complaint stated that they had been hiring men through the pool halls and other places instead of through the authorised sources. Mr. Probert authorized the contractors to secure temporary men through the emergency committee at Bend-Klamath Falls and Crook County to tide over until the men were available from Portland but these men must be secured through the emergency committee and not merely hired through any source.

Will you kindly check this up to see if there is any justice in the complaint of the Klamath Falls Committee and take steps necessary to get Kern & Kibbe lined up so as to secure their help in the authorized manner.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

E. A. Collier

NOTED
A. State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 2, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-184-A, Odell Lake-Walker Mt. Section of the Willamette Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

FORM [illegible] 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

GR 184-a

NOTED
State Highway Engineer

Bend, Oregon
November 1, 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV - 1932
STATE HIGHWAY COMMISSION

Dear Sir: Attention: **Mr. H. G. Smith**.

Mr. Kelley has worked up some comparisons between our line from The Dalles-California Highway to Odall Lake and the location made by the Bureau of Public Roads.

A copy is inclosed herewith for your information.

There is alos inclosed an estimate of the clearing required on our line and the classification.

Yours very truly,

K. D. Lytle,
Division Engineer.

KDL:E
Enclosures.
cc Mr. R. H. Baldock.
cc Mr. C. C. Kelley.

20M—1-32

STATE OF OREGON

TABULATION SHEET

HIGHWAY DEPARTMENT

Comparison of Routes East end of Odell Lake to Walker Mountain on the Dalles-California Highway.

Willamette Highway

	B. P. R.	State
Length of survey in miles	16.05	18.75
Distance along The Dalles-Calif. Hwy. M. P. 191.3 to M. P. 198.9	7.62	18.75
Comparative distance for through travel in miles	23.67	
Raise and Fall in feet	14.17	16.20
Raise and fall along Dalles-Calif. Hwy. estimated in feet	2.86	
Comparison of rise and fall for through travel in feet	17.03	16.20
Distance on grades of 6% in miles	1.0	00
Distance on grades of 4% to 5% in miles	2.14	2.01
Distance on grades of 4% to 5% along Dalles-Cal Hwy estimated in miles	.50	
Distance on grades of less than 4% in miles	12.91	16.74
Distance on grades of less than 4% along Dalles Cal. Hwy estimated in miles	7.12	
Total curves, exclusive of short leg of wye, number	13	11
Curves along Dalles-Cal. Hwy. M. P. 191.3 to M. P. 198.9 number	17	
Total central angle, exclusive of short leg of wye, in degrees	412° 50'	307
Total central angle, curves along Dalles-Cal. Hwy. M. P. 191.3 to M. P. 198.9	444	
Maximum central angle for any single curve in degrees	88° 21'	56° 44'
Maximum central angle for any single curve along The Dalles California Highway	81° 32'	
Curves sharper than 4° number	4	None
Curves sharper than 4° along Dalles Cal. Hwy. M. P. 191.3 to M. P. 198.9 number	6	
Curves of 4° number	2	4
Curves of 4° along Dalles-Cal. Hwy. M. P. 191.3 to M. P. 198.9	5	
Curves flatter than 4° number	7	7
Curves flatter than 4° along The Dalles Cal. Hwy. M. P. 191.3 to M. P. 198.9 Number	2	
Grading quantities in cubic yards	258917	460000
Width of roadbed, upon which quantities were computed in feet	26	28 to 3
Number of grade breaks per mile	4.1	3.5
Average distance, between grade breaks in feet	1300	1833
Minimum sight distance on vertical curves, in feet	600	800

2846—20M—1-32 STATE OF OREGON TABULATION SHEET

HIGHWAY DEPARTMENT

WILLAMETTE HIGHWAY

Odell Lake- Walker Mountain Section

Grading, clearing and grubbing for Engineers Estimate

Grading:

100 % pumace cuts 4' to 8' on Center line, materials hauled longitudinally with center line	39780	Cu. Yds.
Pumace in heavy cuts, 4' to 6' layer superimposed over harder materials . Haul longitudinally with center line	146070	Cu. Yds.
Medium to massive boulders & Spauls in 2' clay blanket in heavy cuts and overlaying cemented gravel , longitudinal haul	30000	Cu. Yd
Massive lave boulders in heavy cuts, overlaid with 4' blanket of pumace, longitudinal haul	14500	Cy. Yd
Ledge Rock in bottom of deep cuts, Longitudinal haul	5860	Cu. Yd
Cemented Gravel, overlaid by boulders in clay & pumace longitudinal haul	77860	Cu. Yd
Pumace insluding 60000 Cu. Yds. of "Imported Material" in light cut and fill sections, 65% Side buck, 35% Longitudinal haul	145930	Cu. Yd
Total	460000	Cu. Yd

RECEIVED
[illegible] 1932

2846—20M—1-32

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Sheet 2 of 2 Sheets

For Engineers Estimate

Odell Lake-Walker Mountain Section.

Clearing and Grubbing:

Light to medium clearing, Right of way	86	Acres
Medium to heavy clearing of right of way	42	Acres
Heavy clearing right of way	25	Acres
Leaners, dead trees, clearing for ditches ect.	7	Acres
Total	160	Acres

Clearing is principally in jack pine; approximately 200 stations of yellow pine, 60% of which is a pure stand, and balance mixed with jack pine.

FORM 3-C-1 4802 1M 8-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. ~~LYTLE,~~ DIVISION ENGINEER
BEND, OREGON

RECEIVED
OCT 31 1932
OREGON
STATE HIGHWAY COMMISSION

MR 164a

Bend, Oregon
October 29, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith

Dear Sir:

Attached hereto please find Division Engineer's Estimate of Cost of Grading the Odell Lake-Walker Mountain Section of the Willamette Highway.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

Division Engineer's
Estimate of Cost of Grading
18.9 Miles
Odell Lake-Walker Mountain Section
Willamette Highway

	Item	Quantity	Unit Price	Amount
1.	Clearing & Grubbing	All Required		$14,000.00
2.	Extra Clearing and Grubbing	4 acres	$100.00	400.00
3.	Excavation, Single Classification	460,000 C.Y.	.22	101,200.000
4.	Overhaul	560,000 Sta.Yds.	.01	5,600.00
5.	Truck Haul	63,000 Yd. Mi.	.09	5,670.00
6.	Trench Blasting	22,000 Sq. Yds.	.10	2,200.00
7.	Rip Rap	320 C.Y.	.60	192.00
8.	Logs in Cribbing	2,200 Lin. ft.	.30	660.00
9.	18" Culvert Pipe	1,500 " "	1.50	2,250.00
10.	24" Culvert Pipe	700 " "	2.00	1,400.00
11.	30" Culvert Pipe	300 " "	3.00	900.00
12.	36" Culvert Pipe	60 " "	5.00	300.00
				$134,772.00
	Engineering & Contingencies			13,477.00
				$148,249.00

RECEIVED
OCT 25 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 25, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to special provisions for the Odell Lake-Walker Mt. section of the Willamette Highway, Oregon Emergency Construction Highway Project E-184-A, the following is called to your attention:

The special provisions call for logs for log cribbing to have a minimum diameter of 14", while the blue print attached calls for a minimum diameter of 12". Also the blue print specifies that the upper three courses of logs shall be drift bolted. It is our opinion that better construction would result if all courses of logs were drift bolted.

In the bid items it is noted that for alternate bids of culvert pipe, concrete pipe is specified in both places.

Under excavation in the special provisions, the statement is made that all pay excavation shall be classified in accordance with the two classification basis while in the bid sheet single classification is called for.

We would suggest that these apparent conflicts be cleared up before plans and specifications are furnished to contractors.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

184-a

OREGON STATE HIGHWAY COMMISSION

SALEM

October 25, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

It was ofcourse anticipated that some additional adjustments would need to be made on the Odell Lake-Walker Mt. Section on account of the lack of time in making the location, but under ordinary circumstances I think it would be well to notify the Bureau through this office that changes in alignment were being made.

It is rather hard to fix a definite amount for these changes but well to be on the safe side and notify us of any considerable change.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock

C. C. Kelley,
Crescent City, Ore.

State Highway Engineer

CONTRACT#1423,

PR 161-B Gregg Ranch Sec. (Cottage 1933
Grove-North)
1423 Folder # 2

161B

January 3, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Our records indicate that the copies of Price Agreement No. 1 covering cement adjustment on Contract No. 1569 were inadvertently omitted when the final vouchers for Projects No. NRM 161-B and NRM 161-C were submitted to your office.

We are, accordingly, enclosing herewith the omitted copies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

FORM 6-A-1 19974 7500 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

161 B

Sept. 8, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

We are attaching hereto reasons for the overruns and underruns of quantities, in accordance with your request of August 18th, on the Eugene section paving, contract #1592 NRM-161D and Cottage Grove and Gragg Ranch section paving, contract 1569 NRM-161C, NRM 161-B.

NOTED
State Highway Engineer

Very truly yours,

E. A. Collier
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

171-B

July 25, 1934

Mr. A. G. Enright
1410 High Street
Eugene, Oregon

Dear Sir:

Reply is made to your letter of July 22 regarding payment of the final estimate on your Gregg Ranch paving job, State Highway Contract No. 1569.

Investigation reveals that the voucher has been signed by Commissioner Washburne and is now in the hands of Chairman Scott. The voucher will be turned over to the Secretary of State to issue the customary warrant as soon as it is returned by Mr. Scott, which will probably be tomorrow or the next day. If the surety company has no objections, the warrant will be mailed to you at once. We will expedite the payment as much as possible.

Yours very truly,

HBG:MC

Secretary

Enrights final has been signed by Mr, Washburne and I sent it to Mr. Scott Saturday. If he signs them to day we should have it back in the morning. That is the best I can give for it at present.

[illegible]
and see why he can't get
my final Check sent
down to me. I must go
to Hospital this week
and I want to get all my
bussiness in shape before
I go. I have waited two
months too long now.
There is no Reason for
such delays in paying off
Have him send check
to me at 1410 High St
Eugene Ore
A G Enright.

MISSION

LY REPORT

CTS ONLY

RECEIVED
JUN 11 1934
OFFICE OF
CONSTRUCTION ENGINEER

Week Ending June 9, 1934

ork Paving

fix 20 PC NBH161-B NRM 161-c

umber 1569

mpletion June 30, 1934

date of completion May 16, 1934

time elapsed 85 %

$ 14,842.50

100 %

t was completed May 16 1934

important developments, instructions to contractors,

ng asphaltic concrete between

isting surface on Cottage Grove

and is to be deducted from the

E. E. Umphlette
Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

EEU:AJ
cc Collier
Umphlette

#1569

Eugene Ore
July 22/34

Mr. Glaizyer

Dear Sir: I have had the Gregg Ranch Paving Job finished since May 15th.
Will you call Mr Smith and see why he can't get my final check sent down to me. I must go to Hospital this week and I want to get all my bussiness in shape before I go. I have waited two months too long now.
There is no Reason for such delays in paying off Have him send check to me at 1410 High St

Eugene Ore
A G Enright.

MISSION

LY REPORT

CTS ONLY

RECEIVED
JUN 11 1934
OFFICE OF
CONSTRUCTION ENGINEER

Week Ending June 9, 1934

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E. E. Umphlette
Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

HEC:AJ
cc Collier
Umphlette

Form 133—4M—9-33.

STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUN 11 1934
OFFICE OF
CONSTRUCTION ENGINEER

For Week Ending June [illegible], 1934

Section Gregg Ranch and Cottage Grove	Kind of work Paving
Highway Pacific	Section prefix 20 PC NBH161-B NRM 161-c
Contractor A. G. Enright	Contract number 1569
Date of contract December 28, 1933	Date of completion June 30, 1934
Date work started January 24, 1934	Estimated date of completion May 16, 1934
Amount of contract $14,842.50	Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $14,842.50

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $1273.86, 7.7 %

Date project was completed May 16, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

June5- State paving plant no. 8 constructing asphaltic concrete between edge of new concrete widening and existing surface on Cottage Grove section.

This work was done for the contractor and is to be deducted from the final estimate.

E. E. Umphlette
Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

EEU:AJ
cc Collier
Umphlette

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					.54
Miles partially completed					
Miles completed					.54
Total estimated quantities					5700
Estimated quantities moved or placed to date					5700
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	24					5	29
Men and teams							
Men and trucks under 3 tons	5 (7 drivers)						7
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Tar Kettle 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Fair		
Saturday	Fair		

cc Collier
Umphlette

#1569

161-B

June 5, 1934

Cottage Grove Manufacturing Co.
Cottage Grove
Oregon

Gentlemen:

Reference is made to your letter of May 31 directed to our Resident Engineer Mr. E. E. Umphlette, enclosing statement of your claim against contractor A. G. Enright in the sum of $17.45 for materials furnished him in connection with his contract with the State Highway Commission for the paving of the Gregg Ranch and Cottage Grove Sections of the Pacific Highway in Lane County, being State Highway Contract No. 1569.

As stated to you by our Division Engineer Mr. E. A. Collier, the State Highway Commission cannot deduct the amount of your claim from the contractor's payments; however, for your protection we offer to you the bond furnished by Mr. Enright in connection with this project, which bond was written by Aetna Casualty & Surety Company for which Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland, and was given to guarantee payment of all just debts, dues and demands incurred against the project.

We would suggest that you notify the agent of the bonding company of the existence of your claim, and should you obtain no satisfaction by so doing you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformity with the provisions of Chapter 280, laws of Oregon, 1931; a mimeographed copy of which is enclosed for ready reference.

Contrary to Mr. Collier's statement to you, your claim should be filed with the Secretary of State prior to the expiration of a period of six months from the date of completion of the contract in order to hold the bond responsible and liable. The old law gave claimants one year in which to file their claims but this law was amended by the 1931 Legislature which requires such claims to be filed within six months.

According to our records the contract above mentioned is not completed; the completion date is June 30, 1934.

Very truly yours,

Secretary

HBG:AJ
cc Collier
Umphlette

June 5, 1934

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are informed by Cottage Grove Manufacturing Co., Cottage Grove, that it has a claim in the sum of $17.48 against A. G. Enright for lumber furnished to him in connection with State Highway Contract No. 1600 - paving Gregg Ranch and Cottage Grove Sections of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc A. G. Enright
1410 High St.
Eugene, Oregon

8-34
MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 4, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Cottage Grove Manufacturing Co.
Cottage Grove, Oregon.

Dear Sirs:

Your letter of May 31st, filing claim against A. G. Enright, has been received and this claim will be forwarded to Salem with his final. We request our contractor's to pay all bills promptly but cannot deduct from their final for bills due.

The contractor has furnished the State with a bond, which is good for one year from the completion of the job so that in case the contractor fails to pay just claims, legal action can be taken against him and his bondsman. This, of course, should be done before the year expires.

Very truly yours,

E. A. Collier
Division Engineer

cc. E. E. Umphlette
cc. H. G. Smith
EAC:AWF

Cottage Grove Manufacturing Company
LUMBER AND MILL WORK
SILOS AND TANKS BOXES AND CRATES

COTTAGE GROVE, ORE., May- 31-34

E. E. [illegible]

Mr. ~~Raymond [illegible]~~h,
State Highway Dep.
[illegible] Building,
Eugene, Ore.

Dear Sir;-

We [illegible] filing with you a copy of the invoice for materials furnished Mr A.G.Wright Contractor for paving just North of Cottage Grove Ore. showing the unpaid balance due us [illegible] this balance of $17.45 be held out of the final payment on the paving job.

We will [illegible] if [illegible] in [illegible] pay up.

Yours truly,

Cottage Grove Mfg. Co.
Cottage Grove, Ore.
By C.A.Stevens Pres.

JUN - 4 1934

JUN - 1934

Statement

Cottage Grove, Ore., [illegible]-24 19

[illegible] Enright,

Eugene, Ore.

In Account With

COTTAGE GROVE MANUFACTURING CO.

GENERAL MILL WORK

LUMBER

1924				
Feb.	10	To Cr. D549	$ [illegible]	
	16	D[illegible]1	12.[illegible]	
	17	D[illegible]	.7[illegible]	
	"	D[illegible]46	1.[illegible]	
Mar.	1	D[illegible]	.50	
	14	D[illegible]	.7[illegible]	
	19-30	D[illegible]98	.[illegible]5	
April	3	C1	1.[illegible]	
	1[illegible]	C[illegible]4	.7[illegible]	
	17	C86	1.[illegible]0	
	18	C8[illegible]	.[illegible]0	
			$4[illegible].45	
Mar-10		By Check		$25.[illegible]0
		Balance due	$17.[illegible]4	

This bill is copy of the original given to Mr Enright.

Cottage Grove Mfg. Co.
Cottage Grove, Ore.

761-B

D

[illegible]

...at Mr. Louis John-
...against the bond
...with State High-
...for regrading and
...Pacific Highway
...ck rental due Mr.
...[illegible] 23, 1925.

...nformation as you

...,
...MMISSION

...Secretary

#1423

161-B

June 4, 1934

Standard Accident Insurance Co.
c/o A. D. Trunkey
Spalding Building
Portland, Oregon

Gentlemen:

We have been informed that Mr. Louis Johnson has a claim in the amount of $1180.15 against the bond furnished by Liesch & Tofte in connection with State Highway Contract No. 1423 which was awarded them for regrading and resurfacing the Gragg Ranch Section of the Pacific Highway in Lane County. This claim represents truck rental due Mr. Johnson.

We are giving you this information as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Liesch & Tofte
Marshfield, Oregon

June 4, 1934

Mr. James L. Conley
1312 Public Service Building
Portland, Oregon

Dear Sir:

Responding to your request of May 31 I am sending to you today, by express, certified copy of State Highway Contract No. 1423 which was awarded to Liesch & Tofte for regrading and resurfacing the Gregg Ranch Section of the Pacific Highway in Lane County.

According to our records this job was completed on June 24, 1933 and was accepted by formal action by the State Highway Commission on July 20, 1933.

Yours very truly,

HBG:MC

Secretary

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

May 31, 1934.

Oregon State Highway Commission,
Salem, Oregon.

ATTENTION: Mr. Glaisyer

Gentlemen:

I hand you herewith affidavit of Louis Johnson and request for a copy of contract and bond of Leisch & Tofte in connection with Contract No. 1426, Gregg Ranch Section of Pacific Highway in Lane County.

Please advise me also of the date the contract was completed and accepted.

Very truly yours,

Jas. L. Conley

JLC:C
Enc

AFFIDAVIT

STATE OF OREGON)
)ss.
County of Multnomah)

I, LOUIS JOHNSON, being first duly sworn on oath depose and say:

That I have a claim for labor and/or materials for truck rental in the sum of $1180.13 against the bond taken from Leisch & Tofte wherein Leisch & Tofte were principals and Standard Accident Insurance Company was surety, in connection with that certain contract between the State of Oregon and said Leisch & Tofte, Contract No. 1423, for certain construction work known as .33 of a mile of grading Gregg Ranch Section of Pacific Highway in Lane County, Oregon;

That the same has not been paid or any part thereof, and I hereby make application to the Oregon State Highway Commission for copy of the above mentioned contract and the bond given for the performance thereof.

That notice of claim has been filed with the Secretary of State of the State of Oregon, as required by law.

Louis Johnson

SUBSCRIBED and sworn to before me this 2 day of May, 1934.

Greenlee
Notary Public for Oregon
My Commission Expires: Jan. 4, 1938

#1569

161-B

July 2, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1569 for the construction of the Gregg Ranch and Cottage Grove Section of the Pacific Highway in Lane County has been completed by the contractor, A. O. Enright, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 12, 1934.

The State has been advised of a claim of the Cottage Grove Manufacturing Company in amount $17.45 for material furnished, against this contract. You are advised that the State assumes no responsibility for this claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $13,990.86 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon NRH 161-B &
NRM 161-C

May 10, 1934

RECEIVED
MAY 11 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Hwy-11650

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-161, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
MAY 11 1934
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of April, 1934

by and between the Oragon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oragon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the 5th day of December, 1933, a revised project statement, which was approved by the Secretary on the 21st day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 9th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

ten thousand, seven hundred fifteen and 65/100

dollars ($10,715.65) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal percentage of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.** (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 689+60 in the NW¼, Section 22, T 20 S, R 3 W, and survey station 709+00 in the SW¼, Section 22, T 20 S, R 3 W, W.M.,**

, length **0.338 of a** mile~~s~~, in **Lane** County, being Section **B** of **Oregon U. S. Public Works** project No. **NRH-161**, consisting of **0.338 of a** mile~~s~~ of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as the Gregg Ranch Section of the Pacific Highway, between official control points Eugene and Dillard.**

ROADS

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of ten thousand, seven hundred fifteen and 65/100 dollars ($10,715.65), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

[illegible]

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 6—5518

By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S. Public Works** Project No. **[illegible]-161-B.** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $**10,715.65** as the total estimated cost of said project, and the sum of $**10,715.65** as the share of the United States, payable under said acts on account of such project, which ~~[illegible]~~ **is the** total estimated cost.

Done at the city of Washington, this 2 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

CMS

By D. S. Wilson
Acting Chief, Bureau of Public Roads

Axpr 19075

Form P. R. 2

Oregon

A-161, Section C

PROJECT AGREEMENT

THE FEDERAL AID ROAD ACT

THE FEDERAL HIGHWAY ACT

1921

ENTARY ACTS

This P.A. shown as
filed in 161-C

MAY 1 1934
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

8—5518

Agr. 19075

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-161, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
MAY 1 [illegible]
[illegible]
STATE [illegible]

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of April, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 5th day of December, 1933, a revised project statement, which was approved by the Secretary on the 21st day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 9th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, six hundred eleven and 10/100 dollars ($5,611.10) as the share of the United States payable under said act on account of Section C of said project, which is [illegible] the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorised)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Ninth Street, Cottage Grove;

Between survey station 753/36.5 at the north city limits and survey station 767/25.2 approximately half way between Gibbs and Grover Avenues, length 0.200 of a miles/ in Lane County, being Section C of Oregon U. S. Public Works project No. NRM-161, consisting of 0.200 of a miles/of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the Cottage Grove Section of the Pacific Highway between official control points Eugene and Dillard.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of five thousand, six hundred eleven and 10/100 dollars ($ 5,611.10), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is), the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. [illegible]-161-C. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $5,611.10 as the total estimated cost of said project, and the sum of $5,611.10 as the share of the United States, payable under said acts on account of such project, which is the ~~[illegible]~~ total estimated cost.

Done at the city of Washington, this 2 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By

Acting Chief, Bureau of Public Roads

111B

May 5, 1934

Mr. Chas. R. Spackman, Jr.
Pacific Building
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of May 1st, we are sending to you herewith a copy of the final estimate voucher in connection with the Leitch and Tofts contract for the regrading and resurfacing of the Gragg Ranch Section of the Pacific Highway. The work under this contract was completed on June 24th, 1933, and was form~~erly~~ally accepted by the State Highway Commission on July 20th, 1933.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

CHAS. R. SPACKMAN, JR.
ATTORNEY AT LAW
PACIFIC BUILDING
PORTLAND, OREGON

May the 1st
1 9 3 4

State Highway Commission
Salem
Oregon

*Attention Mr. Glaisyer, Secretary

Gentlemen:-

Will you please furnish me with the date you accepted your contract No. 1423 with Liesch & Tofte for the regrading and resurfacing the Gregg Ranch section of the Pacific Highway in Lane County, Oregon.

Will you also furnish me with a copy of the final estimate on this job?

Your early attention will be appreciated.

Respectfully,
Chas R Spackman Jr

CRS:NME

Contract completed June 24, 1933
Accepted July 20, 1933.

H. BALDOCK
HIGHWAY ENGINEER
SALEM

-B

ON

FORM 2-A-1 13746 15M 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

~~4~~
161-R

OREGON STATE HIGHWAY COMMISSION
SALEM

5/1/34

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 2 - 1934
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Hwy. Engr.
Salem, Oregon

ATTN: N. M. FINKBINER

Dear Sir:

The concrete pavement at Cottage Grove was finished April 27th.

It will be a big convenience for traffic to open this second strip at the earliest possible date. The average of the seven day cylinder breakes shows 2880 pounds and the lowest break at seven days was 2265, the next being 2440. With these strengths obtained it appears reasonable that this pavement could be opened not later than ten days or possible even by Saturday, May 5th, which would be eight days.

Please advise at your early convenience with copy to E. E. Umphlette at Eugene.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock ✓
cc. H. G. Smith
EAC:AWF

#1423

161-B

February 10, 1934

Hon. P. J. Stadleman
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of February 9 inclosing copy of letter from the State Industrial Accident Commission, advising that their claim against Liesch & Tofte, principal, and the Standard Accident Insurance Company, as surety, in connection with the Liesch & Tofte contract for the construction of the Gregg Ranch Section of the Pacific Highway, has been satisfied.

I wish to thank you for this information.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

OFFICE OF
SECRETARY OF STATE
SALEM, OREGON

February 9, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter by the State Industrial Accident Commission advising that their notice of claim for $164.61 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway has been satisfied.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc. 1

Oregon
ndustrial Accident Commiss
Salem

COPY

COPY

February 3, 1934

Firm No. 57194

Standard Accident Insurance Company
818 Spalding Building
Portland, Oregon

RE: 57194 - Liesch & Tofte, Marshfield

Gentlemen:

This will acknowledge receipt of your letter under date of Jan. 29th, forwarding to this office draft in the amount of $164.61, on the Standard Accident Insurance Company, in full settlement of the claim of the State Industrial Accident Commission against the firm of Liesch & Tofte.

We are as of this date filing a copy of this letter with Hal E. Hoss, Secretary of State, which will serve as notice that the claim of the State Industrial Accident Commission for the work on the Gregg Ranch Section of the Pacific Highway, by Liesch & Tofte, has been fully satisfied.

Yours very truly,

RALPH H. CAMPBELL (signed)

RALPH H. CAMPBELL
Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION
RHB:MH
cc to Secretary of State.

February 7, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the comments contained in your letter of February 6th concerning discrepancies in the plans and estimate for the Gregg Ranch Section, Project No. NRH 161-B.

The difference in our calculations of length appears to have been occasioned by the equation 705+83.5 = 707+38.0, which is given incorrectly on the plan as 705+76.5 = 707+38.0. The station limits of the original project were 688+50 and 705+76.5 and the station limits of the NRH project are 689+60 and 709+00. Based on this stationing the portion of the NRH project which is on the original project is 1616.5 lin. ft. or 0.306 mile, and the portion on the extension is 169.0 lin. ft. or 0.032 mile.

We are sending five blueprint copies of sheet 3 of the plans, which sheet has been revised to show the correct station limits for the NRH project and elimination of the discrepancy in the stationing of the equation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 6, 1934

RECEIVED
FEB 7 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Project Agreement Estimate for Oregon Project NRH 161-B, Gregg-Rouch Section of the Pacific Highway.

You list the stationing of the extension as 705+76.5 to 709+00. This should be listed as 705+76.5 = 707+38.0 to 709+00, as it would be impossible to check the length from the estimate without referring to the plans. We do not check your length of the extension. The length in feet is 162 ft. = 0.031 mi.

According to the estimate no work on the original project will be done north of Station 689+60. However, you show the north end of the NRH project on the plans as Station 688+50. The equation as shown by the profile is not the same stationing as shown on the plan. As this will affect the lengths, we will hold the Project Agreement Estimate until you advise which is correct. The title sheet should show the correct equation in stationing.

Will you please submit five revised copies of title sheet and sheet No. 3 of the plans. We will make the minor changes in lengths on our copies of the estimate so that it will not be necessary to submit revised copies of these.

Very truly yours,

W. H. Lynch
District Engineer

By
F. E. Andrews
Senior Hwy. Engineer

February 1, 1934.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Gregg Ranch Section, Project No. NRH 161-B.

When the P.S. & E. paper for this project were submitted, the condition of the work extending beyond the limits of Project 161-B was overlooked. Accordingly, the project agreement estimate and the plans have been revised to show the work divided between that on the original project and that on the extension. We are sending, under separate cover, five blueprint copies of the revised plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

C. H. Probert
Office Engineer

Dict. by J. E. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRM 161-B

GREGG RANCH SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1934

ORIGINAL PROJECT

Portland Cement Concrete Pavement (Sta. 689+60 to 705+76.5)

3,640	sq. yds.	Portland Cement Concrete Pavement	$ 2.10	$ 7,644.00
300	lin. ft.	1" Expansion Joints	0.25	75.00
1,970	" "	Contraction Joints	0.10	197.00
210	only	Dowels	0.20	42.00
1,650	lbs.	Tie Bars and Reinforcement	0.10	165.00
220	cu. yds.	Crushed Gravel Shoulders	3.00	660.00
35	" "	Filler	2.00	70.00
35	yd. mi.	Hauling Filler	0.40	14.00
			Sub-total	$ 8,867.00
			10% Engr. & Cont.	886.70
			Total	$ 9,753.70

Length 0.306 mile
Cost per mile $ 31,874.83

EXTENSION

Portland Cement Concrete Pavement (Sta. 705+76.5 to 709+00)

360	sq. yds.	Portland Cement Concrete Pavement	$ 2.10	$ 756.00
30	lin. ft.	1" Expansion Joints	0.25	7.50
180	" "	Contraction Joints	0.10	18.00
30	only	Dowels	0.20	6.00
150	lbs.	Tie Bars and Reinforcement	0.10	15.00
20	cu. yds.	Crushed Gravel Shoulders	3.00	60.00
5	" "	Filler	2.00	10.00
5	yd. mi.	Hauling Filler	0.40	2.00
			Sub-total	$ 874.50
			10% Engr. & Cont.	87.45
			Total	$ 961.95

Length 0.281 mile
Cost per mile $ 39,960.35

National Recovery Highway Funds Requested:

Original Project	$ 9,756.70
Extension	961.31
	$10,718.01

State Funds for Construction: Chap. 175, laws 1917; Chap. 51, laws 1930
State Funds for Maintenance: Chap. 42, laws 1927

#1423

11-B

January 11, 1934

Mr. James L. Conley
Attorney at Law
1312 Public Service Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of January 9 inclosing copy of notice of claim filed in the office of the Secretary of State by Louis Johnson, which claim is in the sum of $1,180.13 covering labor and materials for truck hire furnished to Liesch & Tofte in connection with the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

We are today notifying the contractor and his surety of the existence of this claim, in accordance with our usual practice.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

January 11, 1934

Standard Accident Insurance Co.
A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Louis Johnson, through his attorney, James L. Conley, Portland, which is for labor and/or materials for truck hire in the sum of $1,180.13 furnished to Liesch & Tofte in connection with the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you inasmuch as you appear as surety on the contractor's bond.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Liesch & Tofte
Marshfield, Oregon

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
FAILING BUILDING
PORTLAND, OREGON
1312 PUBLIC SERVICE BLDG.

January 9, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I hand you herewith copy of claim just filed with the Secretary of State on behalf of Louis Johnson.

Very truly yours,

Jas. L. Conley

JLC:CG
enc

NOTICE OF CLAIM

TO: THE STATE OF OREGON

Attention: Secretary of State

Notice is hereby given that the undersigned, LOUIS JOHNSON, has a claim for labor and/or materials for truck hire in the sum of $1180.13 against the bond taken from Leisch & Tofte wherein Leisch & Tofte were principals and Standard Accident Insurance Company was surety, for the work of hauling materials on that certain construction work known as .33 of a mile of grading Gregg Ranch Section of Pacific Highway in Lane County, Oregon, which said construction work was covered by Contract No. 1423, State of Oregon - Leisch & Tofte.

Sgd Louis Johnson

Dated this 10th day of January, 1934.

Copy

January 9, 1934

Mr. E. E. Umphlette, Resident Engineer
Oregon State Highway Commission
Eugene, Oregon

Dear Sir;

On the day that work is started on the A. G. Enright contract for paving on the Gregg Ranch and Cottage Grove Sections of the Pacific Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, wording your telegram as follows;

Work started today NRH-161-B, if work is started first on the Gregg Ranch Section or NRH-161-C if work is started first on the Cottage Grove Section. Mr. Lynch should be notified by letter when work is started on the second project.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the work.

On the day that work is completed on the project, you will also wire Mr. Lynch, advising him of the date of completion and the number of men laid off because of this. The telegram may be made brief by stating the project number and employment as:

Completed today NRH-161-B, employment__________.

The date of commencement of work and the date of completion of work as later shown on the monthly and final estimates must be the same as the dates used in your notices to Mr. Lynch.

Confirmation copies of your wires to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. R. A. Collier

#1423

161-B

January 5, 1934

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of January 2 enclosing copies of notice of claim filed by J. F. Dillon against Liesch & Tofte to whom the State Highway Commission awarded the contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

We are today forwarding copies of the notice to the contractor and its surety.

Very truly yours

Secretary

AJ

January 5, 1934

Standard Accident Insurance Co.
c/o A. D. Trankey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by J. F. Dillon against Liesch & Tofte to whom the Commission awarded the contract for the construction of the Gregg Ranch Section of the Pacific Highway — State Highway Contract No. 1423.

The claim is for materials and labor, and is in the sum of $36.80.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ
cc Contractor

C. H. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN [illegible]

January 2, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by J. F. Dillon for $36.80 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

NOTICE

TO: State of Oregon
c/o Secretary of State
Salem, Oregon

NOTICE IS HEREBY GIVEN That the undersigned, J. F. DILLON, has a claim for materials and labor in the sum of $36.80 and itemised statement of said claim being hereto attached, marked Exhibit A and made a part hereof, against the bond taken from B. F. Liesch and O. J. Tofte, doing business as Liesch & Tofte, as principal, and Standard Accident Insurance Company, surety, for the work of constructing the Gregg Ranch Section of the Pacific Highway, 0.33 Mi. Regrading and surfacing, Project #1511, Contract #1423, awarded November 2, 1932.

Dated December 29, 1933.

J. F. DILLON

EXHIBIT "A"

Cottage Grove, Ore., Dec. 26, 1933

Leisch & Tofte
in Account with
J. F. Dillon

1932			
Dec.	1	Burn out plate & weld plate onto handle & build up small shaft.	1.00
"	4	2 hrs. elec. welding on truck end gate @ 2.50 hr.	5.00
		1 hr. labor on press straightening end gate	1.00
		19# eye beam	.75
"	8	weld gland for steam shovel blow off valve	.75
"	12	weld on delcomotor head	1.25
1933			
Feb.	4	weld key way in Ford truck hub	.50
"	15	weld on gravel screen	1.75
"	17	Straighten & weld rear end of dump truck body	3.50
		weld on another truck	1.00
"	28	Burn out 2 3/8 plates as per pattern for steam shovel	1.70
Mar.	2	Cutting out 3/8 plate	.50
"	3	Burn off gravel screen	.50
Page #2		J. F. Dillon	
Mar.	8	weld nipple into truck hoist cylinder	1.25
"	13	2½ hrs. burning to electric welding dipper sticks on steam shovel	6.75
"	14	weld on dump truck body	2.50
"	21	electric weld on gravel screen	4.50
		20 ft. oxygen & acetylene for cutting on gravel screen @ 10¢	2.00
April	7	weld links in dump truck chain	.50
"	8	weld bull hook	1.25
"	13	Straighten & weld end of dump truck body	1.00
"	19	straighten & weld dump door hangers & weld rear cross member on dump truck	4.00
"	20	weld corners onto steam shovel catg.	1.50
"	25	weld nipple into hinge on dump truck	.50
Page #3		J. F. Dillon	
May	5	weld drill tool	.75
"	24	build up worm gear for grade r	1.00
		½ hr. labor dismantling gear case	.50
		build up hub & weld key way in shaft	1.00
"	25	weld & labor on rear end of dump body.	2.00
		1 hr. labor straightening rods & body	1.00
		1½ in S. A. E. Bolt weld & straighten end gate	1.10
		1-1 in bolt 12 in. long	.25
		weld bushing in frame & weld chain	.50

June 7	3 hrs. rolling tubes in steam roller boiler	3.75	
		56.80	
May 25	Credit by Cash	20.00	20.00
		36.80	

Endorsed: File No. 2379
Filed January 2, 1934
HAL E. HOSS,
Secretary of State

#1423

161-B

January 3, 1934

Standard Accident Insurance Company
c/o A. F. Trumbey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We have been notified that J. W. Hillstrom and J. R. Hillstrom have a claim against Liesch & Tofte in connection with their contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County — State Highway Contract No. 1423.

The claim is in the sum of $195.00 and is for labor and materials furnished to the contractors.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

HBG:AJ

cc Liesch & Tofte
Marshfield
Oregon

January 3, 1934

Mr. J. B. Bedingfield, Attorney
Hall Building
Marshfield, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 2 enclosing notice of claim of J. W. and J. R. Hillstrom, being in the sum of $195.00 against the bond taken from Liesch & Tefte, as principal, and Standard Accident Insurance Company, as surety, for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

I thank you for this notice.

Very truly yours

Secretary

HBG:AJ

J. B. BEDINGFIELD
ATTORNEY-AT-LAW
HALL BUILDING
MARSHFIELD, OREGON

January 2 1934

Oregon State Highway Commission
H.B.Glaisyer, Secy
Salem, Oregon

Gentlemen:

Under date of November 27th you furnished us with a copy of the contract and bond executed by Liesch and Tofte, your number 1423, pertaining to improvement of Gregg Ranch Section of Pacific Highway in Lane County, Oregon. At that time you requested that we furnish the usual affidavit and we enclose the same herewith.

This affidavit mentions the items of the claim and we believe it meets the requirements of the statute.

Very truly yours,

J B Bedingfield

RECEIVED
JAN - 1934
OREGON
[illegible]

JAN - 1934
OREGON

NOTICE OF CLAIM

TO THE STATE OF OREGON, ACTING BY AND THROUGH IT'S HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned J.W.Hillstrom, and J.R.Hillstrom, partners, of Marshfield, Oregon, have a claim for labor and materials, to-wit: use of one road grading machine for 38 days and labor furnished in transporting said grader to these claimants, in the sum of One Hundred Ninety five Dollars ($195.00), against the bond taken from Liesch and Tofte, as principal, and Standard Accident Insurance Company, of Detroit Michigan, as surety, for the work of regrading and resurfacing the Gregg Ranch section of the Pacific Highway, in Lane County Oregon, pursuant to contract dated November, 2, 1932 between said principal and said Commission, and by said commission numbered, 1423; said claim being for reasonable and agreed rental for the use of said grader and for its return to these claimants, the same having been actually used by said principal in the prosecution of said work for the number of days as above set forth.

J.W.Hillstrom

J.R.Hillstrom

State of Oregon)
) SS
County of Coos)

I, J.W.Hillstrom, being first duly sworn depose and say that I am one of the claimants named in the foregoing Notice of Claim, that I have read the foregoing statement of claim and that the same is true; and that there is now due owing and unpaid to the partnership named in said Notice the sum of $195.00 for materials, labor and rentals as above set forth.

J.W.Hillstrom

Subscribed and sworn to before me this 16. day of December 1933.

Aug. Frizzen
Notary Public for Oregon; My commission Expires September 25 1934

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRH 161-B, Gregg Ranch section of the Pacific Highway, to A. G. Enright, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

#1423

161-B

December 23, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

We are in receipt of your letter of December 22 enclosing copies of notice of claim filed by J. W. and J. R. Hillstrom against Liesch & Tofte in connection with their contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County — State Highway Contract No. 1423.

Copies of the notice are being sent to the contractors and their surety.

Very truly yours

Secretary

AJ

SALEM, OREGON

December 23, 1933

Standard Accident Insurance Co.
c/o A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We are handing you copy of notice of claim that has been filed with the Secretary of State by J. W. and J. R. Hillstrom against Liesch & Tofte in connection with their contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County - State Highway Contract No. 1123.

The claim is for $195.00 and is for rental of a grading machine and labor furnished in transporting said grader.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Liesch & Tofte
Marshfield
Oregon

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

December 22, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by J. W. & J. R. Hillstrom for $195.00 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423 which was forwarded to this office by J. B. Bedingfield, Attorney, Marshfield, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs.3

NOTICE OF CLAIM

TO THE STATE OF OREGON, ACTING BY AND THROUGH IT'S HIGHWAY COMMISSION:

NOTICE is hereby given that the undersigned, J. W. Hillstrom, and J. R. Hillstrom, partners, of Marshfield, Oregon, have a claim for labor and materials, to-wit: use of one road grading machine for 38 days and labor furnished in transporting said grader to these claimants, in the sum of One Hundred Ninety Five Dollars ($195.00), against the bond taken from Liesch and Tofte, as principal, and Standard Accident Insurance Company, of Detroit Michigan, as surety, for the work of regrading and resurfacing the Gregg Ranch Section of the Pacific Highway, in Lane County Oregon, pursuant to contract dated November, 2, 1932 between said principal and said Commission, and by said commission numbered, 1425; said claim being for reasonable and agreed rental for the use of said grader and for its return to these claimants, the same having been actually used by said principal in the prosecution of said work for the number of days as above set forth.

J. W. HILLSTROM
J. R. HILLSTROM

State of Oregon)
) ss
County of Coos)

I, J. W. Hillstrom, being first duly sworn depose and say that I am one of the claimants named in the foregoing Notice of Claim, that I have read the foregoing statement of claim and that the same is true; and that there is now due owing and unpaid to the partnership named in said Notice the sum of $195.00 for materials, labor and rentals as above set forth.

J. W. HILLSTROM

Subscribed and sworn to before me this 16 day of December 1933.

(SEAL)

AUG. FRIZEEN
Notary Public for Oregon; My commission Expires
September 25 1934

Endorsed: File No. 2376
Filed December 22, 1933
HAL E. HOSS,
Secretary of State

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Gregg Ranch Project (NRH 161-B).

This clause requires the contractor to prosecute the work during the winter months, but at the same time gives us the control needed to prevent the placing of concrete during freezing weather and at other times when conditions are such that performance of the work would be detrimental to the finished work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MB

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

December 9, 1933

DEC 11 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. Public Works Project Oregon NRH 161-B, Gregg Ranch Section of Pacific Highway.

This is your authority to advertise.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

The project limits shown by the estimate do not check on the plans. We are assumining the limits shown by the former are correct, inasmuch as they check the proposal.

If this is correct, please forward five revised copies of Sheet No. 3 of the plans.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

658+50 = 705+82.5
705+76.5

December 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Gregg Ranch Section, Project No. NRH 161-B. Five bid proposals and five blueprint copies of plan sheets 2 and 3 are being sent under separate cover. Please note that the equation 705+83.5 = 707+38.0 results in a change in length of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 161-B

[illegible] RANCH SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany paving specifications. Not as basis for project agreement).

Salem, Oregon, December 4, 1933

Show widening

Portland Cement Concrete Pavement (Sta. 689+60 to 709+00)

4,000	sq. yds.	Portland Cement Concrete Pavement	2.10	$2.50	$10,000.00	8400.00
330	lin. ft.	1" Expansion Joints	.25	0.25	82.50	82.50
2,150	" "	Contraction Joints	.10	0.05	107.50	215.00
240	only	Dowels	.20	0.30	72.00	48.00
1,800	lbs.	Tie Bars and Reinforcement	.10	0.06	108.00	180.00
240	cu. yds.	Crushed Gravel Shoulders	3.00	2.00	480.00	720.00
40	" "	Filler	2.00	0.50	20.00	80.00
40	yd. mi.	Hauling Filler	.40	0.20	8.00	16.00
		Sub-total............			$10,878.00	9741.50
		10% Engr. & Cont....			1,087.80	974.15
					$11,965.80	10715.65

Length 0.338 miles

Cost per mile $35,401.77 $31,703.11

National Recovery ~~Municipal~~ Highway Funds Requested.................... $11,965.80 10,715.65

97

161-B #1423

November 29, 1933.

Standard Accident Insurance Co.
C/o A. E. Trunkey
Spalding Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the J. A. Dunn Powder Company against the bond of Liesch & Tofte for materials furnished amounting to $102.76 in connection with contract No. 1423 which covers construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Liesch & Tofte,
Marshfield, Oregon

November 29, 1933.

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Receipt is acknowledged of your communication of November 28th with attached copies of notice of claim which has been filed by the J. A. Dean Powder Company against the bond furnished by Liesch & Tofte in connection with contract No. 1423 which covers construction work on the Gregg Ranch Section of the Pacific Highway in Lane County. This claim is in the amount of $102.76 and represents materials furnished Liesch & Tofte.

In accordance with our usual practice we are today notifying the surety and the contractor of the existence of this claim and are sending them copies of notice thereof.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

November 28, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary, Secretary

There are enclosed for your information and files, three copies of a notice of claim by J. A. Denn Powder Company for materials furnished in the amounts of $61.68 and $41.08, together with interest thereon, against the bond taken from Leische & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
enc.s 3

MATERIALMEN'S CLAIM

PROJECT NO. 1511 CONTRACT NO. 1423

To the State of Oregon and the Secretary of State:

Notice is hereby given that the undersigned, the J. A. Denn Powder Company, has a claim for materials furnished to-wit: Explosives and explosive supplies, an itemized statement which is attached hereto and made a part hereof in the sum of $61.68, together with interest thereon at the rate of six (6) percent per annum from the thirteenth day of February, 1933, until said claim is paid, against the bond of Leische & Tofte, contractors, and Standard Accident Insurance Company of Detroit, surety, for the work designated as Project No. 1511, contract No. 1423, and known as the Gregg Ranch Section of the Pacific Highway in Lane County, located within the State of Oregon; said materials furnished and used upon said contract by said Leische & Tofte in the aforesaid sum represents the unpaid balance thereof; said contract was completed on June 24, 1933 and accepted on the 20th day of July, 1933;

And the said J. A. Denn Powder Company has a further claim for materials furnished to the aforesaid contractors by the Denn-Gerretsen Company, to-wit: explosives and explosive supplies, an itemized statement which is attached hereto and made a part hereof in the sum of $41.08, together with interest thereon at the rate of six (6) percent per annum from April 5, 1933, until said claim is paid against the aforesaid bond of Leische & Tofte and the Standard Accident Insurance Company of Detroit, surety company for the aforesaid designated project; said materials furnished and used upon said contract by Leische & Tofte in the aforesaid sum represents the unpaid balance thereof; that on October 14, 1933 said claim was assigned to the J. A. Denn Powder Company.

J. A. DENN POWDER COMPANY

By J. A. DENN
President

STATE OF OREGON)
COUNTY OF MULTNOMAH) SS

I, J. A. Denn, being first duly sworn, depose and say that I am the President of the J. A. Denn Powder Company and that the aforesaid statement of claim is true as I verily believe.

J. A. DENN

Subscribed and sworn to before me this 20th day of November, 1933.

C. A. MANSFIELD (Seal)
Notary Public for the
State of Oregon

My commission expires 10/14/34

Materialmen's Claim—2

* * * * * * * * * *

Statement of Account of Leische & Tofte, Cottage Grove, Oregon to February 13,1933.

Invoice #9653, December 28, 1932		
100 lbs. Dennite 60% Straight Biscuits		$19.25
Invoice #28, February 13, 1933		
200 lbs. Dennite Straight Biscuits @ 19.25		$38.50
50 ea. #6-4 Ft. Electric Blasting Capts	7.85	3.93
		$42.43
Total-		$61.68

DENN-GERRETSEN CO., INC., 231 North Main Street, Roseburg, Ore., Phone 128

Sold to Liesche & Tofte October 10, 1933
Cottage Grove, Oregon

cases	description	amount
Feb. 28-1933	100-6 ft. Electric Exploders	8.70
	Freight	.25
May 13,-1933	50-6ft. Electric Exploders	4.35
	100 # 60% Dennite powder	19.25
April 5-1933	50-6ft. Electric Exploders	4.35
	50-4ft. " "	3.93
	Freight	.25
		41.08

Endorsed: File No. 2361
Filed November 28, 1933, HAL E. HOSS, Secretary of State

#6423

161-B.

November 29, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Receipt is acknowledged of your communication of November 28th advising that the claim of the Standard Oil Company against the bond of Liesch & Tofte for supplies furnished in connection with contract No. 1423, covering construction work on the Gregg Ranch Section of the Pacific Highway, has been satisfied.

Wish to thank you for this information.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Standard Accident Insurance Co. -
C/o A. D. Trunkey,
Spalding Bldg.,
Portland, Oregon

cc - Liesch & Tofte,
Marshfield, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

November 28, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information and files a copy of a letter from Dey, Hampson & Nelson advising that the notice of claim by Standard Oil Company of California against the bond taken from Leisch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423, has been satisfied.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
enc. 1

RECEIVED
29 1933

COPY

DEY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Building
Portland, Oregon

November 27, 1933.

Honorable Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

On October 7, 1933, we filed with you the formal notice of the claim of Standard Oil Company of California against the bond taken from Leisch & Tofte, Principal, and Standard Accident Insurance Company, Surety, for work on the Gregg Ranch section of the Pacific Highway in Lane County, Oregon, contract No. 1423.

Please be advised that we have received from the Standard Accident Insurance Company its draft in full payment of this claim.

Very truly yours,

Dey, Hampson & Nelson

17/16

cc - State Highway Commission

RECEIVED
NOV 2[illegible] 1933
OREGON
[illegible] COMMISSION

#1423

161-B

November 28, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey
Spalding Building
Portland, Oregon

Gentlemen:

We are enclosing copy of communication from Dey, Hampson & Nelson in which they advise that the claim of the Standard Oil Company against the bond taken from Liesch & Tofte for supplies furnished in connection with Contract No. 1423 has been satisfied.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Liesch & Tofte
Marshfield, Oregon

November 28, 1933

Dey, Hampson & Nelson
800 Pacific Building
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of the copy of your letter of November 27th directed to Honorable Hal E. Hoss, Secretary of State, advising that the claim of the Standard Oil Company against the bond taken from Liesch & Tofte has been paid in full. This claim represented supplies furnished Liesch & Tofte in connection with contract No. 1425 which covered construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

Wish to thank you for this information.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT

W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

November 27, 1933.

Honorable Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

On October 7, 1933, we filed with you the formal notice of the claim of Standard Oil Company of California against the bond taken from Leisch & Tofte, Principal and Standard Accident Insurance Company, Surety, for work on the Gregg Ranch section of the Pacific Highway in Lane County, Oregon, contract No. 1423.

Please be advised that we have received from the Standard Accident Insurance Company its draft in full payment of this claim.

Very truly yours,

Dey, Hampson Nelson

17/16

cc - State Highway Commission

RECEIVED
NOV 28 1933
OREGON
STATE HIGHWAY COMMISSION

#1423

161-B

November 27, 1933

Twin Oaks Lumber Co.
669 High Street
Eugene, Oregon

Attention: John J. Rogers, President

Gentlemen:

Wish to thank you for your letter of November 25th advising that you received from the Standard Accident Insurance Company its check in the sum of $25.75 representing payment in full of your claim against Liesch & Tofte for materials furnished them in connection with their contract for the construction of the Gragg Ranch Section of the Pacific Highway in Lane County.

Yours very truly
STATE HIGHWAY COMMISSION

By

[illegible]:MC

Secretary

cc - Standard Accident Ins. Co.
C/o A. D. Trumkey,
Spalding Building
Portland, Oregon.

cc - Liesch & Tofte,
Marshfield, Oregon

President

L. C. SCHARFF, Secretary

Twin Oaks Lumber Co.
BUILDING MATERIAL STORES
669 High Street - Phone 782
Eugene, Oregon

Lumber
Shingles
Veneers
Roofing

Explosives
Wallboards
Paints and Oils
Masons' Supplies

Nov 25 33

State Highway Commission   Salem Ore

Gentlemen;

We are today in receipt of a check from the Standard Accident Insurance Company for $25.78 which pays in full our claim against Liesch & Tofte for materials bought of us for use on the Gregg Ranch Section of the Pacific Highway near Cottage Grove Oregon.

Yours Truly,

John J. Rogers Pres.

RECEIVED
NOV 27 1933
OREGON
STATE HIGHWAY COMMISSION

A COUNTY-WIDE SERVICE TWIN OAKS LUMBER CO. COTTAGE GROVE - EUGENE - JUNCTION CITY

#142

161-B

November 27, 1933.

Standard Accident Insurance Co.
C/o A. D. Trenkey
Spalding Building
Portland, Oregon

Gentlemen:

We are enclosing copy of letter received from J. D. Bedingfield, Attorney of Marshfield, regarding J. W. and J. R. Hillstrom's claim in the amount of $195.00 against Liesch & Tofte for equipment rental and labor furnished Liesch & Tofte in connection with contract No. 1425 covering construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond furnished on this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Liesch & Tofte
Marshfield, Oregon

November 27, 1933

J. B. Bedingfield, Attorney
Hall Building
Marshfield, Oregon

Dear Sir:

Reply is made to your letter regarding Liesch & Tofte's contract No. 1423 covering construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

Our records show that this project was completed on June 24, 1933 and was accepted by formal action by the State Highway Commission on July 20, 1933. Final payment on this project was made to the contractor on August 11, 1933.

A certified copy of this contract is being mailed to you under separate cover. However, we expect you to file the customary notice of the claim of J. W. & J. R. Hillstrom in this office in accordance with the provisions of the statutes which specifies the method of securing such certified copies.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

J. B. BEDINGFIELD
ATTORNEY-AT-LAW
HALL BUILDING
MARSHFIELD, OREGON

November 23 1933

Oregon State Highway Commission
Salem, Oregon

Re: Contract No 1423 Gregg Ranch Section
Pacific Highway- Liesch and Tofte

Gentlemen:

Messrs J.W. and J.R. Hilstrom have made demand on Liesch and Tofte fpr the sum of $195.00 due for use of grader and labor on the above road construction contract; also they have demanded payment from the Standard Accident Insurance Co for payment thereof. No reply has been receivd to letters written.

Kindly advise if Liesch and Tofte have been paid in full; if so, we desire to prepare complaint for legal action on the claim and will need copy of the undertaking and of the contract between yourselves and Liesch and Tofte. Pleaseadvise what these copies will cost us, if anything.

If Liesch and Tofte have not been paid in full kindly give me information as to whether their account with your office will permit payment of the Hillstrom claim.

Very truly yours,

J.B. Bedingfield

#1423
161-B

November 25, 1933

Honorable Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of your letter of November 23 inclosing three copies of notice of claim filed in your office by Graber-Gettys Hardware Company for materials furnished in the amount of $71.47 to Liesch & Tofts in connection with the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, state highway contract No. 1423.

In accordance with our usual practice, we are today notifying the contractor and his surety on the existence of such claim, forwarding a copy of said notice to each.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jm

November 25, 1933

Standard Accident Insurance Company
A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Inclosed is copy of the notice of claim filed in the office of the Secretary of State by Graber-Gettys Hardware Company of Cottage Grove, Oregon, against Liesch & Tofte for materials furnished in the amount of $71.47 in connection with the grading and surfacing of the Gregg Ranch Section of the Pacific Highway, state highway contract No. 1423.

This copy is being mailed to you since you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

KBG
jn

c.c. Liesch & Tofte
Marshfield, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY [illegible]

November 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Graber-Gettys Hardware Company for materials furnished in the amount of $71.47 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
enc.s 3

COPY

Cottage Grove, Oregon, Nov. 22-1933.

To the State of Oregon:

Notice Hereby is given that the undersigned Graber-Gettys Hardware Company has a claim for materials furnished in the sum of Seventy one and 47/100 Dollars against the bond taken from Liesch & Tofte of Marshfield, Oreg. principals and the Standard Accident Insurance Company, A. D. Trunkey, Resident Agent, Spalding Building, Portland, Oreg. sureties, for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

Graber-Gettys Hardware Co.

By Charles Gettys
Partner

Endorsed: File No. 2358
Filed November 23, 1933
HAL E. HOSS,
Secretary of State

#1423

161-B

November 20, 1933

Standard Accident Insurance Co.
c/o A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We are advised by Graber-Gettys Hardware Company that it has a claim against Liesch & Tefte in connection with the contract that was awarded to [illegible] for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, being State Highway Contract No. 1423. The claimant's address is Cottage Grove, Oregon.

The amount of the bill is not known to us. We understand, however, that the account is for supplies furnished to the contractors up to June 22, 1933.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Liesch & Tefte
Marshfield, Ore.

November 18, 1933

Graber-Gettys Hardware Co.
Cottage Grove, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 16th instant advising us of your claim against Liesch & Tofte for supplies furnished in connection with State Highway Contract No. 1423 which was awarded Liesch & Tofte for construction work on the Gragg Ranch Section of the Pacific Highway in Lane County.

In connection with this contract the above firm was requested to furnish the State with a surety bond for the protection of all legitimate claims incurred against the project. We offer this bond to you for protection of your claim. The bond furnished with this contract was written by the Standard Accident Insurance Company for whom A. D. Trunkey is the Resident Agent with offices in the Spalding Building, Portland.

It is our suggestion that you file notice of your claim with the agent for the bonding company and also file notice with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, a copy of which is enclosed.

You will note in this law that notice of claim must be filed with the Secretary of State prior to the expiration of a period of six months after the date of completion of the project. According to our records this project was completed on June 24, 1933 and was accepted by formal action of the State Highway Commission on July 20, 1933.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Standard Accident Insurance Co.
C/o A. D. Trunkey,
Spalding Building
Portland, Oregon.

cc - Liesch & Tofte,
Marshfield, Oregon

GOTTFRIED GRABER

CHAS. GETTYS

GRABER-GETTYS HARDWARE CO.

ROOFING
WIRE FENCING
FARM IMPLEMENTS
PIPE and FITTINGS
LOGGING and MILL SUPPLIES

SPORTING GOODS
STOVES and RANGES
BUILDERS' HARDWARE
HOUSEHOLD UTENSILS
PAINTS, VARNISHES, GLASS

Cottage Grove, Oregon Nov. 16- 1933

RECEIVED
NOV 17 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. H.B. Glaisyer,
Secretary Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have an account against Liesch & Tofte for supplies furnished up to June 22nd of this year, while they were working on the highway about 1-1/2 miles north of this town.

They pay no attention to our letters or statements and we do not know just how to go about it to collect the amount due us from this Firm.

Would you Kindly advise who the Bonding Company is for Liesh & Tofte, on this contract, and how we must proceed in our effort to collect the amount due us.

Thanking you in advance for any assistance you may give us in this matter,

We remain

Yours very truly,

Graber- Gettys Hardw. Co.

Chas Gettys

#1423
161-B

November 17, 1933

Hon. Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 15th inst. enclosing three copies of notice of the claim of the City of Cottage Grove against Liesch & Tofte, the claim being in the sum of $67.10 covering rent of steam roller, repairs and water furnished Liesch & Tofte in connection with their contract with the State Highway Commission for work on the Gragg Ranch Section of the Pacific Highway in Lane County, State Highway Contract No. 1423.

Copies of this notice are today being forwarded to the contractors and the surety on their bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

November 15, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by City of Cottage Grove in the amount of $67.10 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway in Lane County, contract No. 1423.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

November 17, 1938

Standard Accident Insurance Company
A. G. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Enclosed is a copy of a notice filed in the office of the Secretary of State by the City of Cottage Grove, the same being their claim in the sum of $87.10 against Liesch & Tofte covering rent of steam roller, repairs and water furnished that contractor in connection with their contract with the State Highway Commission for work on the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you since you appear as surety on the bond furnished by Liesch & Tofte in connection with this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

[illegible]
CC: Liesch & Tofte
Marshfield, Oregon

To; Secretary of State,
Salem, Oregon

Notice is hereby given that the undersigned, City of Cottage Grove, has a claim for rents, repairs to roller and water in the sum of $67.10 against the bond taken from B F. Liesch and O J Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company for the work of re-grading and surfacing Pacific Highway in Lane County, Oregon, Gregg Ranch Section Project #1511, contract #1423, no part of which said sum has been paid, a statement of said account being hereto attached marked "EXhibit A" and made a part hereof.

Dated November 4, 1933.

City of Cottage Grove

By O. V. Breese
Recorder

EXHIBIT A

LIESCH & TOFTE IN ACCOUNT WITH CITY OF COTTAGE GROVE

Gregg Ranch Section Pacific Highway, Cottage Grove, Oregon

Rent of steam roller, May 21 to June 26, 1933, $35.00 per month	$40.75
Repair, damage to roller, welding scrapers	7.00
Pemberthy injector	9.00
80,000 gal water	10.35
Balance due	$67.10

Endorsed: File No. 2352
Filed November 13, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

#1423

161-B

November 17, 1933

Hon. Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 15th inst. enclosing three copies of notice of the claim of Hiner & Sons, Cottage Grove, Oregon, against Liesch & Tofte, the claim being in the sum of $51.15 for repair work furnished Liesch & Tofte in connection with their contract with the State Highway Commission for work on the Gregg Ranch Section of the Pacific Highway in Lane County, State Highway Contract No. 1423.

Copies of this notice are today being forwarded to the contractors and the surety on their bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RMB

C. N. LAUGHRIGE, CHIEF DEP

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

November 15, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by Hiner & Sons for $51.15 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

November 17, 1935

Standard Accident Insurance Company
A. G. Trumkey, Agent
Spaulding Building
Portland, Oregon

Gentlemen:

Enclosed is a copy of a notice filed in the office of the Secretary of State by Hiner & Sons of Cottage Grove, the same being their claim in the sum of $51.15 for repair work furnished that contractor in connection with their contract with the State Highway Commission for work on the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you since you appear as surety on the bond furnished by Liesch & Tofte in connection with this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB
cc: Liesch & Tofte
Marshfield, Oregon

COPY

To: Secretary of State,
Salem, Oregon

Notice is hereby given that the undersigned HINER & SONS of Cottage Grove, Oregon, have a claim for repair work in the sum of $51.15 against the bond taken from B F LIESCH and O J TOFTE, doing business as LIESCH & TOFTE, and Standard Accident Insurance Company for the work of re-grading and surfacing Pacific Highway in Lane County, Oregon, Gregg Ranch Section, Project #1511, contract #1425, no part of which said sum has been paid, a statement of said account being hereto attached marked "Exhibit A" and made a part hereof.

Dated October 31, 1933.

Hiner & Sons
By Cliff Hiner

* * * * * * * * * *

Cottage Grove, Ore., July, 1933

Liesch & Tofte

Exhibit A

in account with
HINER & SONS
Machine and Blacksmith
Shop
Corner Tenth St. and Madison Avenue

Ded. 1	Cutting thrds on 2 3/4 bolts	.50
" "	Make pins 1½ hrs	1.25
" "	2 large cotter pins	.20
" "	make scrapper for steam shovel	1.25
" "	machin piston after weld	1.00
" 4	work on end gate to truck	2.50
" "	machin valve to steam boiler	.50
" 8	6 hrs. bore nt pump make new heads	6.00
" "	6 lbs cast iron for heads to pump	.50
" 9	2½ hrs. turn brake drum to truck	2.50
" "	repair starter crank	1.20
" 27	3 hrs. make bolt & nut 4 shape drills	3.00
1933		
Jan. 6	2 picks sharpened	.50
" 10	½ hr. make wedge drill	.50
" 12	make part to shovel	1.00
" 16	1 hr press work on shaft & pinion	1.00
Feb. 4	8 hrs. machin hub & drive shot to truck	8.00
" 9	make bolt 1 hr	1.00
" "	8 lbs of nickel steel	.64
" "	1 hr B S labor on tongue to grader	1.00
" "	material for same	.60
" 10	2 U bolts for truck	1.00
b. 21	make 2 bolts 6 ft. long	.85
"	" 4 " 5/8 x 14½ ft.	1.40
	" " " 3/4 x 18"	1.50
	" " drift bolts	.50
	making bolts 5 hrs	5.00
"	115 lbs A plate @ 03	3.45
March	make 1 1/8x8 stud bolt & nut	1.20
"	make 2 U clamps	2.00
"	2 3/4 bolts 3 ft. long	1.50
"	nuts	.20
" "	13 lbs M. S. @ 05	.95
" "	9 hrs. making gravel screen	9.00
" "	material for screen	1.84
" 26	make lock nut	.50

RECEIVED
NOV 1

April 3	Make 4 clamps for gravel screen	1.60	
" 12	4 bolts with special heads	2.00	
" "	turning armature	.50	
" "	2 pick points shaped	.90	
May 15	work on pick points	.60	
" 18	" " " "	1.20	
" "	shape 3 drills	1.50	
" "	make patch for boom	2.00	
	material for same	2.15	
May 24	4½ hrs. machin labor on parts to grader	4.50	
" 25	one hook on chain & 2 rods straightened	.80	
" 25	2 hrs. machin work on grader	2.00	
June 1	2 rock drills made	2.60	
May 24	Cr. on acct 1933		38.25
July 1	1933 to Bal.		51.15

Endorsed: File No. 2351
Filed November 13, 1933
HAL E. HOSS,
Secretary of State

#1423
161-B

November 17, 1933

Hon. Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 15th inst. enclosing three copies of notice of the claim of L. E. Spangenberg against Liesch & Tofte, the claim being in the sum of $88.00 for cord wood furnished Liesch & Tofte in connection with their contract with the State Highway Commission for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, State Highway Contract No. 1423.

Copies of this notice are today being forwarded to the contractors and the surety on their bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

November 15, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosing three copies of a notice of claim by L. E. Spangenberg for $88.00 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423, which was forwarded to this office by Herbert W. Lombard, Attorney, Cottage Grove, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
enc. 3

November 17, 1933

Standard Accident Insurance Company
A. G. Trunkey, Agent
Spaulding Building
Portland, Oregon

Gentlemen:

Enclosed is a copy of a notice filed in the office of the Secretary of State by L. E. Spangenberg, Cottage Grove, Oregon, the same being his claim in the sum of $86.00 against Liesch & Tofte and represents cord wood furnished that contractor in connection with their contract with the State Highway Commission for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you since you appear as surety on the bond furnished by Liesch & Tofte in connection with this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RWB
cc: Liesch & Tofte
Marshfield, Oregon

COPY

Cottage Grove, Oregon
November 4, 1933

To: Secretary of State,
Salem, Oregon

Notice is hereby given that the undersigned, L. E. Spangenberg has a claim for materials, to-wit: wood, in the sum of $88.00 against the bond taken from B. F. Liesch and O J Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company, for the work of re-grading and surfacing Pacific Highway in Lane County, Oregon, Gregg Ranch Section Project #1511, contract #1423, no part of which said sum has been paid, a statement of said account being hereto attached marked "Exhibit A" and made a part hereof.

Date November 4, 1933.

L. E. SPANGENBERG

EXHIBIT A

LIESCH & TOFTE IN ACCOUNT WITH L E SPANGENBERG

Gregg Ranch Section Pacific Highway,
Cottage Grove, Oregon

April, 1933, 40 cord wood	$100.00
May, 1933, 11 cords wood	27.50
June, 1933, 3 cords wood	7.50
Johnson, 1 cord	3.00
	$138.00
By check	50.00
Balance due	$ 88.00

Endorsed: File No. 2350
Filed November 13, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
NOV 13 1933

November 16, 1933

Fred W. Packwood, Attorney at Law
Journal Building
Portland, Oregon

Dear Sir:

Responding to your request of the 15th inst., I am mailing to you under separate cover a certified copy of the contract between the State Highway Commission and Liesche & Tofte for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, State Highway Contract No. 1423.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:RMB

November 16, 1933

Standard Accident Insurance Company
A. G. Trunkey, Agent
Spaulding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have this day received from Fred W. Packwood, attorney at Portland, an affidavit of the claim of J. A. Dean Powder Company against Liesch & Tofte, the claim being in the sum of $102.76 for explosive supplies furnished in connection with contract carried by Liesch & Tofte for the construction of the Gregg Ranch section of the Pacific Highway in Lane County, State Highway Contract No. 1425.

This information is given you since you appear as surety on the bond furnished by Liesch & Tofte in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:RWB

cc: Liesch & Tofte
Marshfield, Oregon

FRED W. PACKWOOD
ATTORNEY AT LAW
JOURNAL BUILDING
PORTLAND, OREGON

November 15,1933

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen: Attn. Mr. H.E. Glaisyer

Enclosed herewith find affidavit soliciting a certified copy of contract and bond relative to the project referred to therein.

Yours very truly,

Fred W. Packwood w

Fred W. Packwood

FWP:w
encl.

OREGON STATE HIGHWAY CONTRACT NUMBER 1423

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

TO THE OREGON STATE HIGHWAY COMMISSION:

STATE OF OREGON)
) ss
County of Multnomah)

I, J. A. Denn, being first duly sworn, depose and say:

That I am President and Manager of the J. A. DENN POWDER COMPANY, a Washington corporation; that between the 28th day of December, 1932 and the 13th day of February, 1933, inclusive, the J. A. Denn Powder Company sold and delivered to Leische & Tofte, contractors, at their instance and request certain goods, wares, and merchandise to-wit: explosives and explosive supplies, an itemized statement for which is attached hereto and made a part hereof, and on which there is still due, owing and unpaid the principal sum of $61.68, together with requisite interest thereon at the rate of six (6) percent per annum until paid; that said materials were purchased for and necessarily used upon the Oregon State Highway Commission Contract No. 1423 and known as the "Gregg Ranch Section" of the Pacific Highway in Lane County; that said project was completed on June 24, 1933 and accepted by the Oregon State Highway Commission on July 20, 1933;

That the Denn-Gerretson Company, an Oregon corporation, sold and delivered to the aforesaid contractors, certain goods, wares, and merchandise, which were likewise used in construction of said project, to-wit: explosives and explosive supplies, an itemized statement for which is attached hereto and made a part hereof and on which there is still due, owing and unpaid the principal sum of $41.08, together with requisite interest thereon at the rate of six (6) percent per annum until paid; that on October 14, 1933, Denn-Gerretson Company assigned all its right, title and interest in and to said claim to the J. A. Denn Powder Company.

Based upon the above the J. A. Denn Powder Company desires a certified copy of the original contract and its accompanying bond on the aforesaid project.

Dated this 15th day of November, 1933.

J. A. Denn

Subscribed and sworn to before me this 15 day of November, 1933.

Notary Public for Oregon

My commission expires 10/14/34

837 S. W.
Home Offic [illegible] Pine Street
Telephone Broadway 3327
Portland, Oregon

NRA
MEMBER
U.S.
WE DO OUR PART

J. A. DENN POWDER COMPANY

MANUFACTURERS

DENNITE

EXPLOSIVES

Portland, Oregon

RECEIVED
NOV 16 1933
OREGON
STATE HIGHWAY COMMISSION

Statement of Account of Leische & Tofte, Cottage Grove, Oregon to February 13, 1933.

Invoice #9653, December 28, 1932		
100 lbs. Dennite 60% Straight Biscuits		$19.25 —

- - - - - -

Invoice #28, February 13, 1933		
200 lbs. Dennite Straight Biscuits	@ 19.25	$38.50
50 ea. #6 - 4 ft. Electric Blasting Caps	7.85	3.93
		$42.43

- - - - - -

"USE 20% LESS"

#1423

NN-GERRETSEN CO., INC.
231 North Main Street, Roseburg, Oregon

DISTRIBUTORS
DENNITE
EXPLOSIVES

PHONE 128

Oct. 10, 1933.

SOLD TO Liesche and Tofte,
Cottage Grove, Oregon.

OUR INVOICE NO.
DELIVERY TICKET NO.
CUSTOMER'S ORDER NO.
SHIPPED FROM
CONSIGNEE
DESTINATION
VIA
CAR NO. AND INITIAL
F. O. B.
SALESMAN

TERMS: 30 DAYS NET—NO CASH DISCOUNT

CASES	WEIGHT OR COUNT	DESCRIPTION	PRICE	AMOUNT	TOTAL
Feb.	28-1933	100-6ft. Electric Exploders		8.70	
		Freight		.25	
May	13- 1933	50-6ft. Electric Exploders		4.35	
April	5-1933	100# 60% Dennite powder		19.25	
		50-6ft Electric Exploders		4.35	
		50-4ft " "		3.93	
		Freight		.25	
				41.08	

Yours very truly,

STATE HIGHWAY COMMISSION.

Secretary

jn

c.c. Liesch & Tofte
Marshfield, Oregon

#1423

161-B

November 2, 1932

Standard Accident Insurance Co.
A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Inclosed is copy of Notice of Claim and statement of account filed in this office by Herbert W. Lombard, attorney representing Hiner & Sons of Cottage Grove, for repair work in the sum of $51.15 against Liesch & Tofte in connection with their contract No. 1423 for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is forwarded to you inasmuch as you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn

c.c. Liesch & Tofte
Marshfield, Oregon

November 2, 1933

Mr. Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

This will acknowledge receipt of your letter dated November 1, with which you enclose Notice of Claim and copy of invoice filed by Hiner & Sons of Cottage Grove for repair work in the sum of $51.15 against Liesch & Tofte in connection with their contract No. 1423 for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County. We presume that you have already filed this notice with the Secretary of State in accordance with the statutory provisions governing such matters.

In accordance with our usual custom, we are today notifying the surety and the contractor of the existence of the above claim.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jn.

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

November 1, 1933

State Highway Commission
Salem
Oregon

Gentlemen:

Enclosed fine Claim of Hiner & Sons against bond of Liesch & Tofte, Project 1511, Contract 1423, Pacific Highway, to be filed with your Commission.

Kindly acknowledge receipt and oblige.

Yours truly,

Herbert W Lombard

HL:DF
Enc.

RECEIVED
NOV 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

MONTHLY STATEMENT

COTTAGE GROVE, O ..July 1 1933

Lesch & Tofte

Exhibit 4.

IN ACCOUNT WITH

HINER & SONS

Machine and Blacksmith Shop

Corner Tenth St. and Madison Avenue

Dec	1	cutting threads on 2 - ¾ bolts	30
"	"	make pin 1¼ hrs	1 25
"	"	2 large cotter pins	20
"	"	make scraper for steam shovel	1 25
"	"	machin piston after weld	1 00
"	4	work on end gate to truck	2 50
"	"	machin valve to steam boiler	50
"	8	6hrs bore out pump & make two heads	6 00
"	"	3lbs of cast for heads to pumps	30
"	9	2½hrs turn brake drum for truck	2 50
"	"	repair starter crank	1 20
"	27	3hrs make bolt & nut & shape drills	3 00
Jan 1933	6	2 picks sharpened	50
"	10	½hr make wedge drill	50
"	12	make part to shovel	1 00
"	16	1hr press work on shaft & pinion	1 00
Feb	4	8hrs machin hub & drive shaft to truck	8 00
"	9	make bolt 1 hr	1 00
"	"	8lbs of Nickel Steel	64
"	"	1hr B.S. labor on tongue to grader	1 00
"	"	material for same	50
"	10	2 U.Bolts for truck	1.00

ndersigned HINER &
claim for repair
ond taken from
s as Liesch &
Company for the
c Highway in Lane
oject #1511,
um has been paid,
o attached marked

Sons

il Hiner

193

Leich & Co. Eft

IN ACCOUNT WITH

HINER & SONS

Machine and Blacksmith Shop

Corner Tenth St. and Madison Avenue

Feb	21	make 2 bolts 6 ft. long	85
"		" 4 " 5/8 x 14½ ft	1 40
		" " " 3/4 x 18'	1 50
		" " drift bolts	50
"	28	making bolts 5 hrs	5 00
		115 lbs of plate @ 03	3 45
March	14	making 1⅛ x 8" stud bolt & nuts	1 20
		making 2 U clamps	2 00
"	22	" 2-3/4 bolts 6 ft.	1 50
		4 nuts	20
		19 lbs M.S. @ 05	95
		9 hrs making gravel screen	9 00
		material for screen	1 84
Mar	26	making lock nut	50
April	3	make 4 clamps for gravel screen	1 60
"	12	4 bolts with special heads	2 00
		turning armature	50
		2 pick points shaped	90
May	15	work on pick points	60
"	18	" " " "	1 20
"	"	shape 3 drills	1 50
		make patch for boom	2 00
		material for same	2 75

dersigned HINER &
laim for repair
ond taken from
s as Liesch &
Company for the
c Highway in Lane
oject #1511,
um has been paid,
o attached marked

Sons

il Hiner

July 1 1933

Lerch & Tofte

IN ACCOUNT WITH

HINER & SONS

Machine and Blacksmith
Shop

Corner Tenth St. and Madison Avenue

COTTAGE GROVE SENTINEL

May	24	4½ hrs machin labor on parts to grader	4 50	
"	25	one hook on chain &		
"	"	2 rods straightened	80	
"	"	2 hrs machin work on grader	2 00	
June	1	2 rock drills made	2 60	
May	24	Cr on acct		
				36 23
July	1	1933 To Bal.		51 15

ndersigned HINER &
claim for repair
bond taken from
ss as Liesch &
Company for the
c Highway in Lane
roject #1511,
sum has been paid,
to attached marked

& Sons

il Hiner

To: State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned HINER & SONS of Cottage Grove, Oregon, have a claim for repair work in the sum of $51.15 against the bond taken from B.F.LIESCH and O.J.TOFTE, doing business as Liesch & Tofte, and Standard Accident Insurance Company for the work of re-grading and surfacing Pacific Highway in Lane County, Oregon, Gregg Ranch Section, project #1511, contract #1423, no part of which said sum has been paid, a statement of said account being hereto attached marked "Exhibit A" and made a part hereof.

Dated October 31, 1933.

Hiner & Sons

By Neil Hiner

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract number

Index:

INDEXING: Begins with: Contract #1393, 1419, 1493 Ends with: Contract # 1423

FLASH CARDS: Begins every Contract

Remarks: Contract #1393/1419, 1493, continued from Reel #13

Reel No. 14 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 18 day of March, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

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Signature Scott G. Rhoden